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VolksWorld Magazine, Kelsey Media, Cudham Tithe Barn
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SUBSCRIPTIONS
13 issues of *VolksWorld* are published per annum
UK annual subscription price: £54.60
Europe annual subscription price: £69.49
USA annual subscription price: £69.49
Rest of World annual subscription price: £75.99

CONTACT US
UK subscription and back issue orderline: 0333 043 9848
Overseas subscription orderline: 0044 (0) 1959 543 747
Toll free USA subscription orderline: 1-888-777-0275
UK customer service team: 01959 543 747
Customer service email address: subs@kelsey.co.uk
Customer service and subscription postal address:
VolksWorld Customer Service
Kelsey Publishing Ltd
Cudham Tithe Barn
Berry's Hill, Cudham
Kent TN16 3AG, United Kingdom

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DISTRIBUTION
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2 East Poultry Avenue
London EC1A 9PT
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PRINTING
William Gibbons

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VOLKS WORLD

Next month

The April 2017 issue of *VolksWorld* goes on sale

Friday 10 March

Don't miss it!

THE EDITOR

Editor Ian Cushway – volksworld.ed@kelsey.co.uk

Welcome to the mag

Street legal and ready to seduce another generation of the VW-loving Cushway family

I am eight issues in and loving every moment on *VolksWorld*. So far, the feedback from you lot has been pretty positive, although I have to admit getting the mix right isn't always easy. Some readers tell me they only want the very best cars, not the DIY jobs, while others bemoan the fact we only feature trailer queens, or cars so unobtainable they're largely irrelevant to the majority. My approach, or one that I hope to execute throughout 2017, is to include both. I think it's important to have cars to aspire to, the real top end stuff, while not neglecting stories about how someone has struggled to restore a project themselves, on a budget, on their driveway. Such real life yarns are even more relevant if they've found ways to make their cars just a bit different, or if there's an interesting 'back story' to go with it.

I also think technical information is important, and the historical features fascinating, so intend to keep including those every month as well – but if you want more of this, or less of that, I am all ears. Either email me direct at VolksWorld.ed@kelsey.co.uk or collar me at The *VolksWorld* Show in March to express your opinion.

The standard a car is built to is undisputable, but when it comes to style – that's a totally different ball game. Here there's obviously something of a dichotomy in the scene. Some want their cars to be as low as they can go, put looks above everything else and don't give a damn about how well it drives. Meanwhile, others want their cars factory fresh, and are upset by the slightest squeak, or the presence of a single reproduction part. Some love patina, others love their polishing cloths. And that's the beauty of the Volkswagen scene at this precise moment – it's big and open minded enough to cater for all tastes.

> "If you want more of this, or less of that, I am all ears"

Which neatly brings me to the 1950 Split Beetle restoration series we've been following since my first issue in September 2016. In my mind, Lloyd Jackson of Deluxe Metalwork has got it spot on. He's refusing to cut any corners, yet is willing to think outside the purist 'factory only' box by fitting a narrowed front beam, better brakes and no doubt a few other meaningful upgrades along the way. Most of all, though, he is being totally meticulous because he's seen too many cars that need doing again a few years down the line after being bodged the first time. Don't be put off by the fact he is a pro metalworker, with tools and ability most of us can only dream of, or by the fact he is using some of the top specialists in their fields, the idea is to show just what goes into some of the cars you see at shows these days. I'm inspired by it, I hope you are, too. You can read the latest instalment on p68-73.

As for my 'project', well, as you'll discover later on (p82-83) the good news is the '68 Bug is now street legal and ready for the road. And guess what? The timing is perfect because my son, Charlie, passed his theory driving test and is itching to get behind the wheel (with me accompanying, of course). At a little over 15, he could soon become one of the youngest legal Beetle drivers out there, sparking a new generation of VW enthusiasts. I think my Oval-owning dad would have been suitably delighted to see another VW disciple in the family!

Ian Cushway

Editor

What do you think?

Let us know what you'd like to see in the magazine – email volksworld.ed@kelsey.co.uk

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Holy smoke!

Outlaw Flat Four's Lucas Dalglish ran a best et (elapsed time) of 11.71 at Das Drag Day in Germany last year. Even if you know very little about drag racing, take it from us – that's quick! The basis of Lucas's engine is a 2332cc, featuring a 94 bore and 84 stroke, a lightweight valve train, GAC modified Comp Eliminator heads, 51mm IDAs and a Magneto ignition. Alan Woodward from GAC Motorsport (www.vwracing.net), the man responsible for the head, manifold, valve train and carb tweaks that took it from 185hp to 252hp, told us: "Generally the idea was to keep it looking Old School." He admits, unsurprisingly, that it's not great at idle but says the effort was put in to making a pure drag race engine. "It really starts to fly from 5000rpm and revs well beyond the 7600rpm gear change point if you let it!" And have the necessary courage to do so, we presume.

You can read more about the totally grass roots Das Drag Day event on pages 60-63 this issue. ■

Photo: Dave Warren

DYNOmite test "Lucas on 2015-06-01 @ 14-44-09" by GAC

Peak torque and Hp* vs. RPM*

** Correction method: standard*

Peak power: 251.1 Hp @ 7000 RPM

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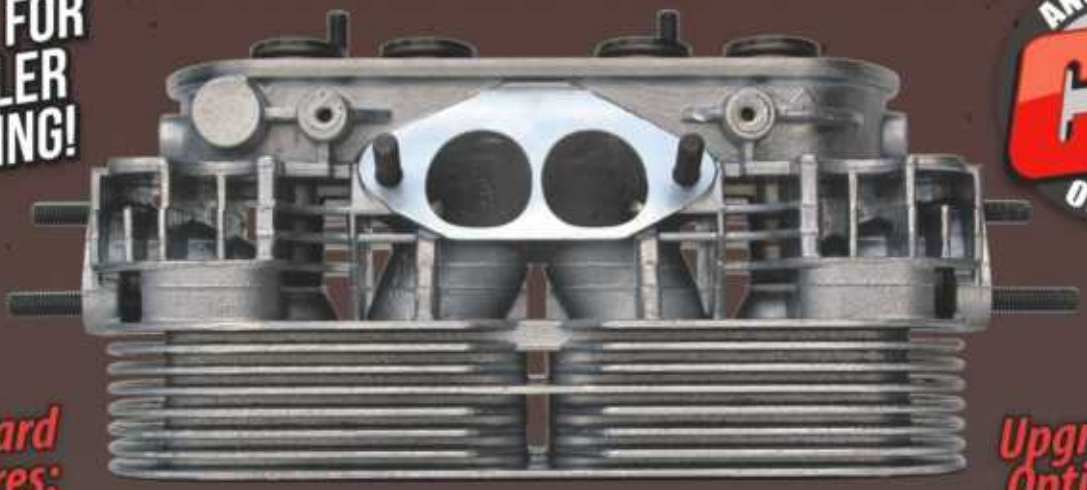

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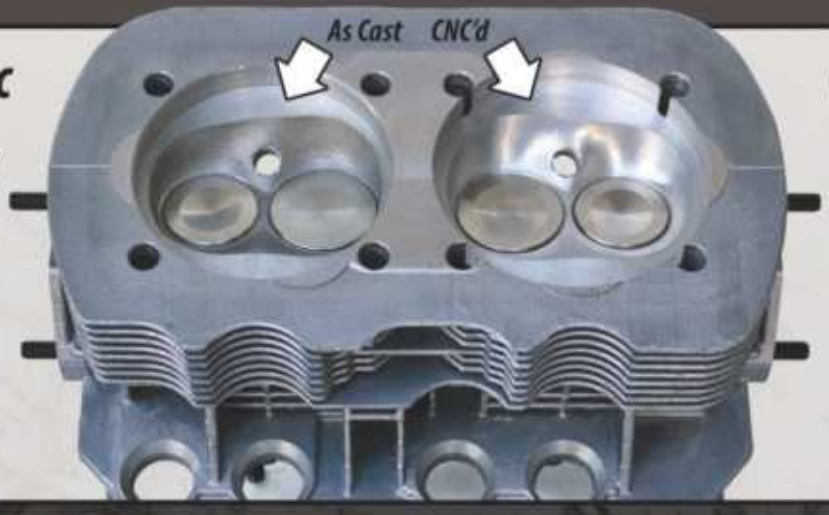

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Return of the Beach (Buggy) Boys

With Clarkson describing the Beetle as beloved only by Nazis and hippies, you knew from the start precisely what you were letting yourself in for when you sat down to watch the two-part *Grand Tour* Namibia special that went out over the Christmas period on Amazon Prime video.

The format was a familiar one with the intrepid Clarkson, Hammond and May embarking on a mad dash across the desert from Namibia to the border with Angola in three specially built Buggies, the graceful panning shots and exotic backdrops adding to the sense of occasion and viewing pleasure.

Yes, of course it was all scripted, but love 'em or loathe 'em you have to hand it to the three middle-aged cohorts. They still manage to do the blokey thing with aplomb, and the result, minus the usual studio interludes, was sheer old school *Top Gear* shenanigans at its very best.

Besides the contrived screen action, which included Hammond being shot by a tranquiliser dart, locals helping out with roadside repairs and a phallic shaped gear lever, obviously most of us were interested in the vehicles. They were built with the help of Kingfisher Kustoms (www.kingfisherkustoms.co.uk) at their Smethwick HQ. May's erred on the classic side with lots of Empi engine accessories bolted to the 1776cc lump and a set of pews that were specially made by Cobra. In contrast, Clarkson's purple Kingfisher Sidewinder had a Rover V8 out back, mated to a special Bus gearbox created by Cogbox. Meanwhile, Hammond was in a Kingfisher Predator featuring a body lift kit, wider front end and chunky all-terrain tyres to give it a hard as nails off-road look. Like May's Buggy, it too used a VW unit – this time a 1915cc motor with a custom built gearbox. That said, as he had removed most of the Beetle bits, Kingfisher more accurately described it as a 'dual sport Buggy' as opposed to a Beach Buggy.

Needless to say, May's traditional Buggy proved the most successful and indeed when *VolksWorld* spoke to Dave at KK, he attested to the presenter's affection for the classic Volkswagen apparently describing it as "one of the most fun driving experiences he'd ever had." On that basis, he's actually decided to keep his Buggy.

Images: Amazon Prime

Even the usually sceptical Clarkson was thrilled by the whole Buggy experience, recommending that everybody should drive one during their lifetime. Of course we don't need his endorsement to convince us that Buggies are totally cool because we know it anyway – but it's certainly raised their profile amongst the general public at large, and that's no bad thing.

You can see the *Grand Tour* by subscribing to Amazon Prime – visit www.amazon.co.uk for more details.

Got a story?
Tell us by emailing volksworld.ed@kelsey.co.uk

JK sponsors Hannah Cockroft, MBE

Every good athlete needs a good team behind them – and that includes access to a suitable support vehicle, which, in Hannah Cockroft's case happens to be a 1972 Bay Window Bus. Driven by her dad Graham, their Bay, named Gizmo, has been in the family for about 15 years and plays an essential role in Hannah's training programme. But inevitably, it's needed a fair bit of work over the years and things like insurance all eat into the budget. Which is where specialist parts supplier Just Kampers has come to the rescue. As part of a sponsorship deal JK have made a donation in support of Hannah, and are also giving her dad a year of free insurance from Just Kampers Insurance plus access to their staff discount on parts.

Hannah, a world champion athlete who took part in the Rio 2016 Paralympic Games, where she won three gold medals and set a new world record, is currently gearing up for July's World Para Athletics Championships in London. With the Bay in tow, we're confident she'll arrive there having had the best – and most stylish – training support vehicle any athlete could ask for.

NAS event dates announced

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Wellingborough, Northants NN29 7XA
www.big-bang.co.uk

DEVA DUBS N RODS
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www.devadubshow.co.uk

VW ACTION 2017
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www.vwaction.com

VOLKSWORLD SHOW NEWS

Email your news to volksworld.ed@kelsey.co.uk

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One year line-up

On arrival at the show you will be met by a display of '67s as we celebrate the 50th anniversary of this benchmark model. If you would like to come and join the party, email amy.nicholls@kelsey.co.uk for more information. Everybody in the line-up receives a free entry ticket to the show and an anniversary t-shirt.

Show Car News

We'd like to extend a big thanks to everybody that applied to display a vehicle at the *VolksWorld* Show – we've had so many great cars it has been hard to decide on the finishing line up. If you are coming to the show for inspiration, you won't be disappointed because our eclectic mix of cars covers all tastes. As always we have held back a couple of spaces for late entry cars, so if you are building something that simply must be in the 2017 show email amy.nicholls@kelsey media today.

Entertainment

There will be an eclectic mix of music to suit all tastes, including the Del Sharrons and the Breakfast Club. Top Bananas, the world's tallest band, will also be on hand to welcome you to the show and play throughout the day for your entertainment. Jim from The Engine Shop will be demonstrating how to strip and rebuild an engine and the boys from Kyham will be showing you how to erect an awning in less than two minutes.

Retro camping display

We take you back to camping in the 60's, 70's and 80's, with a special display of how it was done 'back in the day'. Check out the campers, the accessories and the fashions of the time.

Built not bought

This year we have a special display of forecourt heroes. These cars have been restored at home, on the drive or in the owner's garage on a limited budget but with loads of skill and enthusiasm. These cars are worthy show cars and many will be in line for a Top Twenty award. Take a look and be inspired to start (or finish off) your own car.

Bring the little ones

We pride ourselves at the *VolksWorld* Show on keeping your little ones entertained, and the Kids' Zone is a safe place for the kids to let off some steam and have some VW-related fun. Entertainment includes a large soft play area, party games, film shows, colouring competitions and much more. Remember, kids 14 and under get in free when booked in advance. Get your free child tickets when you book your adult tickets online.

More fun when you camp

We still have a few weekend camping tickets to the *VolksWorld* Show left, but they are selling fast and space is limited, so buy before we sell out. Relax, take your time and make a weekend of it. If you camp on site you get the extra benefit of quick access to the show, free indoor entertainment on Saturday evening and use of the golf course bar all weekend. If you don't fancy staying on site you can take a five-minute walk and join 1000s of other VW enthusiasts at one of the many bars and restaurants that Esher town centre has to offer.

Looking to buy?

If you are looking to buy a classic VW, our Cars for Sale area in the front car park is the place to head. If you want to sell your VW just turn up on the day and we'll direct you to the dedicated area.

Show Website

Check out the show website to find out the latest news, gossip and show information. It is also the best place to buy discounted tickets and show merchandise. The website can be found at volksworldshows.com

International Swapmeet

Looking for that hard to find part or a bargain to finish off your project? If the answer's "yes" it is well worth visiting our Swapmeet. With sellers from all over Europe we guarantee you will see parts that you have not seen before, at prices you will not be able to resist. If you have parts in your garage that you are looking to sell why not take a table. You can book by calling Ben Foster on 01959 543 722.

Traders

With three floors, selling everything you could need for your Volkswagen, the *VolksWorld* Show trade halls are the place to chat, pick up advice, buy parts for your ride and kit yourself out with some cool VW merchandise.

To find out more about the show or to book tickets go to our new website or our Facebook page *VolksWorld* Magazine

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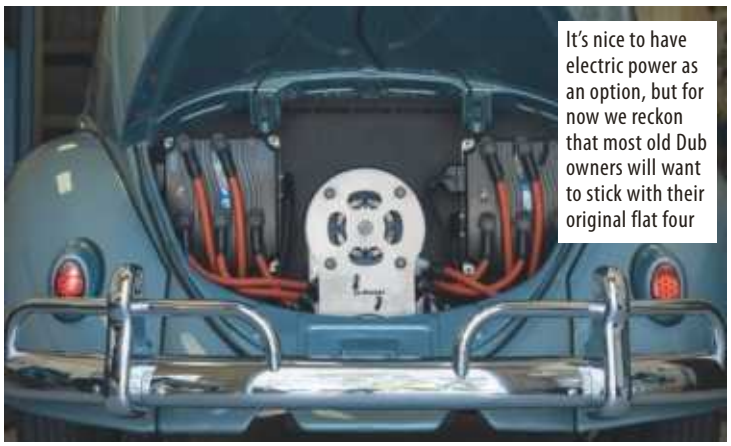
LETTERS

share your views on the VW scene - email volksworld.ed@kelsey.co.uk



It's nice to have electric power as an option, but for now we reckon that most old Dub owners will want to stick with their original flat four

In for a shock?

I just want to complement you and Rob Hawkins on the electric Beetle article that appeared in VolksWorld February, 2017. I really enjoyed the read and was both surprised and delighted to see there are still some engineering companies who want to keep the legend alive in this world where it seems everything has to be new, or it's out of date or not required.

I've been taking the mag for 25 years and am on my fifth Beetle, a 1972 silver 1302 S. It still gets admired when I do the supermarket runs and there's always someone waiting to tell me their own story of the Beetle they had owned and how they wished they had kept it.

I don't think I'm ready for the electric conversion yet but if the prices come down I can see many owners giving it serious thought. As you say in the article, "Electric power is a real alternative if you live in a major city and a new evil order forbids petrol." Well I guess we'll just have to wait and see.

Dave Stanley (veteran Beetle owner), via email

Decimal dilemma

Hi, in December's Engine Rebuild Basics feature I think you have your decimal points in the wrong place when talking about end float. Acceptable is 0.07mm to 0.12mm with 0.15mm being the wear limit. Not 0.7 to 1.2mm. Love the mag by the way and other than the above it was a great article!

Paul Hewer, via email

We stand corrected! – Ed.

The amount of end float (with the decimal points in the right place) is still a good way of measuring the general health of an air-cooled engine

Swede update

I was delighted to see my white '67 1500 in the December issue of *VolksWorld*. I bought it from Mark Walker early last year so I thought I would write in and give you an update since the car has been in my hands.

I have owned air-cooled and water-cooled VWs since I was 15 when my father and I rescued a 1303 from a scrapyard and rebuilt it as my first car. Since then I have had many Beetles, a Bay and also have a Split as well as the '67.

So far I have been concentrating on '67's mechanicals and have given the body a good clean. Now everything mechanically and electrically is up to scratch I have a few things left to do to the body before starting on the inside over winter and spring.

I love the paint as it is, so that's going to stay. All I have done so far is clean it up. However, the window rubbers need changing which will happen in the next few weeks and a few bits of trim need replacing and maybe the rear bumper.

This is when our technical man Mark Walker had it…

It's been lowered on dropped spindles and a 4in narrowed Limebug front beam. I had some original 4 lug Sprintstars waiting to be used for ages so these have gone on as well and work really well.

Apart from the above I am trying to keep it as original as possible and only doing things that can be put back afterwards.

I am going to put an oatmeal carpet in as unfortunately the original is long gone and someone has fitted a homemade one. It still has things like the service stickers in the door jams which is a nice touch. I also need to repair the headlining above the luggage compartment when I do the rear window rubber and carpet.

Neil Ives, via email

…And this is how it's looking now

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S37765

German quality side door lock barrel & keys Bus 8/58-9/63

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German quality cab door cards ABS grey leather grain finish with hole for pocket 55-67

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If you're getting ready to uncover your 'dub after winter, then take a look at these service kits from JK. They include all the parts you'll need to run an engine service on your Beetle, including the correct spark plugs, plug leads, distributor cap, rotor arm, points, oil strainer, oil change gaskets and engine oil. Different kits are available for different engines, so check out the JK site.

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From: www.diamondbriteshop.co.uk
Price: £9 (500ml)

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Ruby Red causes a chemical reaction that forces the ferrous metals contained in brake dust and road grime to change state from solid to water. As the cleaner begins to work the particles in the iron turn a ruby red colour as they dissolve; they can then be wiped away, rinsed or jet washed to a showroom finish. Clever, eh?

Straight and narrow

From: www.justkampers.com **Price:** £480

Here's another cool new product from JK! They're now stocking sets of four-inch narrowed ball joint Beetle beams, available for both left- and right-hand drive Bugs (order as J39655 and J19227 respectively).

They've been designed, manufactured and powder coated on site at JK HQ, so they're fantastic quality and fully MoT compliant. The beams have laser cut end plates with increased shock travel and TIG-welded tubes. They're fully height adjustable, too.

Come in from the cold

From: www.sealey.co.uk **Price:** from £47.94

There's nowt more miserable than shivering in a chilly workshop – and being cold can instantly take the fun out of working on your car over winter. That's where Sealey's new range of industrial PTC fan heaters could come in handy. Equipped with PTC heat conducting ceramic elements, these fan heaters achieve an instant, totally dry heat with no condensation. This series also benefits from having no gas, no fumes and no smell. There are four models to choose from, ranging from 2000W-9000W. They all feature two thermostat controlled heat settings and also a fan only setting; this makes them ideal for industrial applications.

It's a RAPTOR

From: www.vwheritage.com **Price:** from £27.60 (1-litre kit)

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Car of the month

Hood bag is the original, complete with white piping. It was lucky Barry didn't bin it!

Dr Barry Shackcloth, 1971 Karmann Cabriolet 1302 LS

Dr Barry Shackcloth's Cabriolet is an original right-hand drive and was built on January 4, 1971. As fate would have it, its first owner and several subsequent owners were also doctors. In May 1986 it was rebuilt with a body off chassis restoration by Peter Pfeiffer, a VW specialist based in Hove. The garage is still in existence (www.pfeifferpartnership.com), though Peter Pfeiffer has now retired.

"I purchased the car eight years ago and have since spoken to most of its previous owners, including Peter Pfeiffer, who was most informative as to its full history," explains Barry. "He told me that during the course of the restoration everything had been rebuilt and a brand new genuine VW 1600cc engine was fitted. Since then it has only covered around 40,000 miles."

Barry had been looking for a Cabriolet for about four years and during his search saw some absolutely awful examples. "I particularly wanted a stock, unmolested example. When I went to view this one, the owner drove it out of the garage and I knew instinctively that this was the car for me. It was a really original specification car, that had been well looked after."

> "I particularly wanted a stock, unmolested example"

However, the underside of the bodywork was completely bereft of any kind of underseal, which Barry soon remedied, being one of the first jobs he completed. "The car has been very reliable over the years and I just use it for pottering around Hertfordshire and attending a few local shows. There have been one or two minor niggles, like the hose for the windscreen washers which leaked water and subsequently caused problems with the radio.

At one time Barry was considering changing the hood bag, only because the fabric was a little faded. He was quickly informed by other VW enthusiasts to keep it, as it was the original one, complete with white piping.

Barry's Cab looks largely original, although we can see the top of the driver's seat has had a retrim

A replacement 1600cc twin-port was fitted in 1986 and has only covered 40,000 miles

Kean Godfrey, 1972 Type 2 Bay Window

Kean Godfrey planned to run his '72 Bay as a rolling restoration. However, it turned out to be worse than he thought and the Bus was parked up in his garage for the next two years undergoing restoration work before it could be put back on the road again. Body repairs included a replacement battery tray, new sills, lower corners, jacking points and a replacement front beam, as the original one was full of holes when Kean removed it. The front end of the Bay now features a Red 9 Design set-up with double wishbone IFS, coilovers, disc brakes and rack and pinion steering. Meanwhile, Kean tackled a full repaint at home in his garage. "I didn't want to create a show winning Bay, as I knew it would lead a fairly hard life, and I wanted something that would be fully usable as a family wagon."

Kean told us that someone had fitted a late Westfalia roof and added some Westfalia furniture too when he bought it. "For what we wanted this wasn't any good, so I sold it on ebay and installed new light wood units, purchased as a kit, with a layout that suited us better. The original cab seats were pretty worn and sitting on springs for 200 miles isn't my idea of fun, so I fitted a pair of Porsche seats which could really do with recovering – another job on the list to complete! I've also fitted a MCJ wood rim steering wheel with a Symonds cider centre boss, which I machined myself on my lathe at home. Other jobs that I've completed included a full rewire and fitment of a new pine headlining that's all been varnished. We purchased a new set of curtains and mattresses from Burt's Bus Emporium in Woolacombe, North Devon. We get away in the Bay as much as possible and four of us can camp in it quite comfortably, we love it."

< In case you hadn't noticed, they are Porsche pews. The Symonds cider steering wheel centre cap was machined by Kean in his shed

> 1641cc engine's obviously far from stock but has proved utterly reliable

Caroline Harding, 1969 Variant

It was while working in San Jose, California, in early 2016, that Caroline came across her Squareback. "One day I didn't have much to do on my day off so I thought to myself, I wonder what classics are for sale in my local area? I stumbled across this car only three miles from the hotel where I was staying. The vendor had been trying to sell it for a while and there were quite a few mechanical issues, so I thought to myself, if he accepts my silly offer it would be worth shipping it back to the UK." Caroline's ploy worked, the vendor accepted her offer, and the car was shipped across the pond.

Once it arrived, it took Caroline around six weeks to get it fully up and running, UK registered and MoTd. New seat covers had already been fitted and new door cards just needed fitting. Lots of other small parts were also missing and needed to be sourced and she repainted the sills, which had been coated with a black stone chip.

The twin Webers were incorrectly jetted, making the car barely driveable when Caroline originally road test the car, and to make matters worse, there was also a problem with the brakes. She's since had the carbs rejetted, but is tempted to swap them altogether. "I owned a Fastback many years ago fitted with Solex carburettors and the engine ran so much better."

^ Despite having them rejetted, Caroline's not totally sold on the twin Weber carb set-up and plans to swap them for Solexes at some point

< Replacement seat covers and door cards are an excellent fit but that carpet will need some glue by the looks of it

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Tempo Rising: the story of the Matador

Before Volkswagen got its own Type 2 off the ground, there was the Tempo Matador – Volkswagen-powered, but front-engined, front-wheel drive and with a very distinctive front

Words
Richard Gunn

It's almost impossible not to smile at a Tempo Matador. It looks like a slightly bemused alien badly in need of some sleep – although we mean that in a genuinely affectionate way. But for all the endearing cuteness, the Matador is both fascinating and pioneering. At a time when commercial vehicles were generally just very basic and traditional, it featured front-wheel drive, years before Volkswagen (and practically everybody else, for that matter) got around to it. And it introduced Volkswagen to Australia well before the marque itself made its own official inroads into the country that would grow to love it just as much as Europe and the USA. Yet it survived in its original form for just a few years – from 1949 to 1952 – before Volkswagen tried to kill it off as an unwelcome competitor. But such scarcity has just made the VW-powered Matador even more of a fabled beast. Sixty-five years after the last one was built, it seems a good opportunity to look back on this most curious of trucks.

"It looks like a slightly bemused alien badly in need of some sleep"

Keeping Tempo

The full name of Tempo was Vidal & Sohn Tempo-Werke GmbH, founded by Max Vidal in Hamburg in 1883 to provide fire-fighting services for the coal industry. In 1927 Max and son Oskar turned their hand to building motorised vehicles instead – essentially cheap three-wheeler delivery carts. Soon, their firm was also producing military machines, as war loomed on the horizon. Its G1200 light utility vehicle featured two 600cc engines, one at the front, one at the rear, working together to give four-wheel drive. Sweden bought 400 of the things, being a country where 4WD is rather useful when it snows.

Immediately post-war, Tempo got by in the shattered city of Hamburg by doing vital vehicle repairs. It started building tricycles again in 1947. In 1948, the company got a new designer, Dietrich Bergst, who set about modernising the range. And to help it out, Tempo turned to Volkswagen. VW was also re-establishing itself after the war, limited in how many Beetles it could produce by the amount of steel it could lay its hands on. However, putting together engines and transmissions was much less of an issue, and so new boss Heinrich Nordhoff was more than happy to send a supply of them Tempo's way.

> Matador survivors are rare – this mildly customised example was recently sold in the UK. We'd love to know what it went for

'The 1-tonner with Volkswagen motor'

The Volkswagen engine was almost in the centre of the chassis. Fortunately, it could be quite easily dropped

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An Australian advert for the Matador. Cabin heating would have been a rarity on any commercial vehicle of this era

Later Matadors had their headlamps moved downwards, after they lost their Volkswagen engines

Lot of front

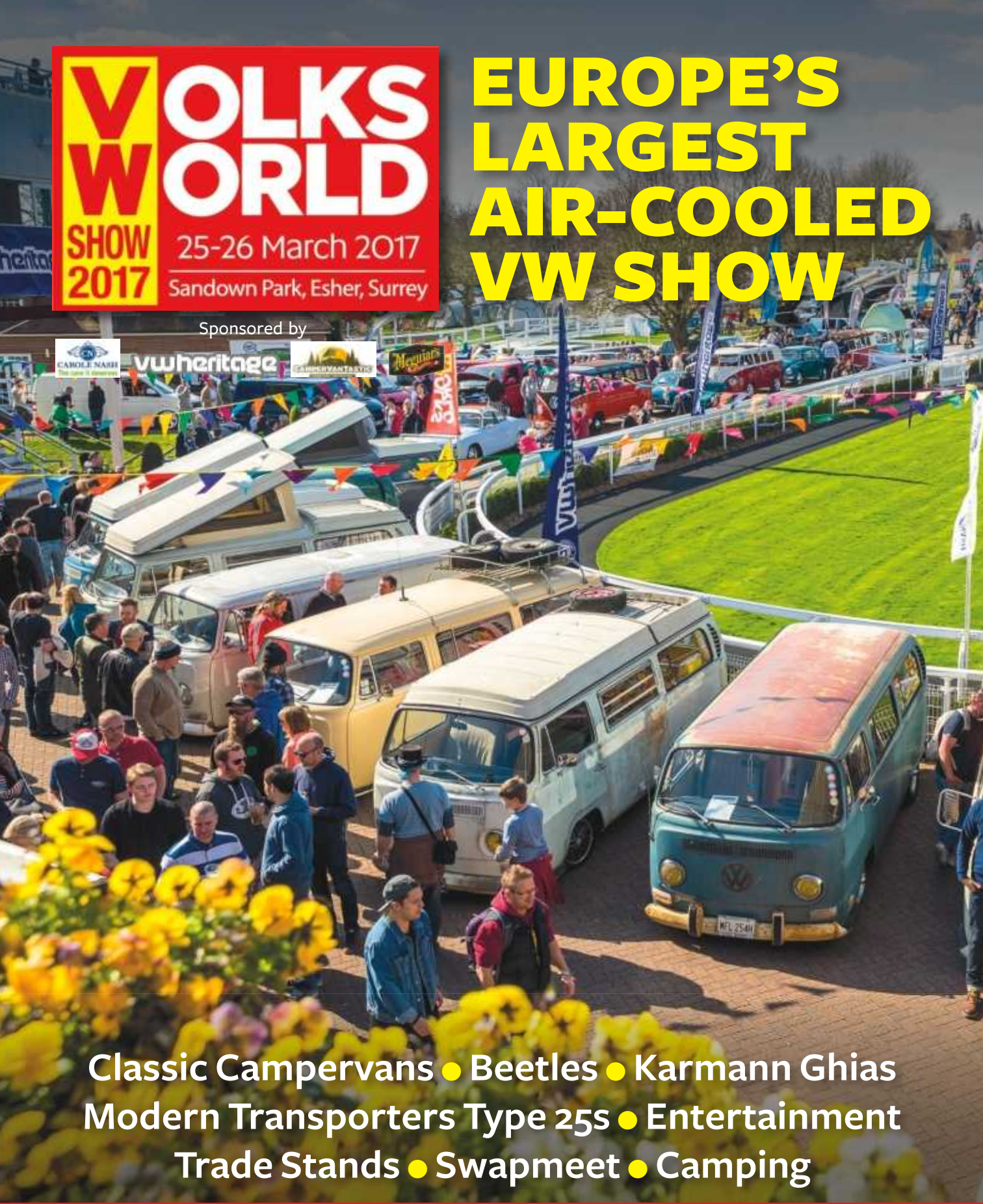
The Matador went completely against the Beetle grain, by having its 1131cc air-cooled VW engine towards the front of its rudimentary wooden-floored tube chassis, powering the front wheels. In fact, with the engine behind the gearbox and under the driver's seat, it was practically mid-mounted, like a sports car. However, with just 25bhp to play with, it was far from a racer, with a cruising speed of between 40 to 50mph and a maximum velocity of about 60mph. It handled well – albeit with a rather hard suspension – but did get rather warm, thanks to the close proximity of the engine to any occupants. Access to it was via the cab seat back. Although 'access' is probably rather a strong word. You could more just look at its very confined location in despair rather than tinker. Fortunately, it could be dropped through the floor in only a few minutes if anything went too badly wrong.

Van and flat-bed bodies were offered, and there was even an estate version for those who fancied using one as a load-lugging car instead. The first 100 screwed together were test examples lent to a transport company and pretty much driven into the ground. Once they had proved their worth, full-scale manufacture began, with the Matador proving very successful: over 13,000 of these 'Bulldogs' (as they were nicknamed) being built from 1950 to May 1952. Australia proved a surprise hit market, even though one magazine road tester got a little confused, asserting they were "the same unit that Rommel used in North Africa to supply his army." Um, not quite… and probably not an error the Australian importer was too ecstatic about. The Matador was Australia's very first experience of any sort of Volkswagen, for the Beetle didn't appear down under until 1952. Thus the vehicle was regarded as something of a novel and unusual contraption.

Tempo terminated

Unfortunately, Tempo's success wouldn't last. Volkswagen launched its Type 2 Transporter in November 1949 and soon began to regard vehicles like the Matador as rivals stealing its sales. So in 1951, the supply of engines and transmissions was halted. Tempo persevered though – adopting JLO then Heinkel engines, which were actually SAAB units built under licence. Neither proved as reliable as Volkswagen's motor though – naturally – and sales plummeted. Nevertheless, production of the Matador continued, with a 1.5-litre Austin engine eventually being adopted and a few redesigns watering down the truck's idiosyncratic appearance. They were even built in the UK by Jensen, in West Bromwich near Birmingham, from 1958. Manufacture ceased in 1967.

As for the company itself, Oskar sold a 50 per cent share in the family firm he started to Hanomag in 1965 and from the following year, the Tempo name disappeared from vehicles. Ownership of what remained of Tempo eventually passed to one of Volkswagen's great rivals, Mercedes-Benz, in 1969.



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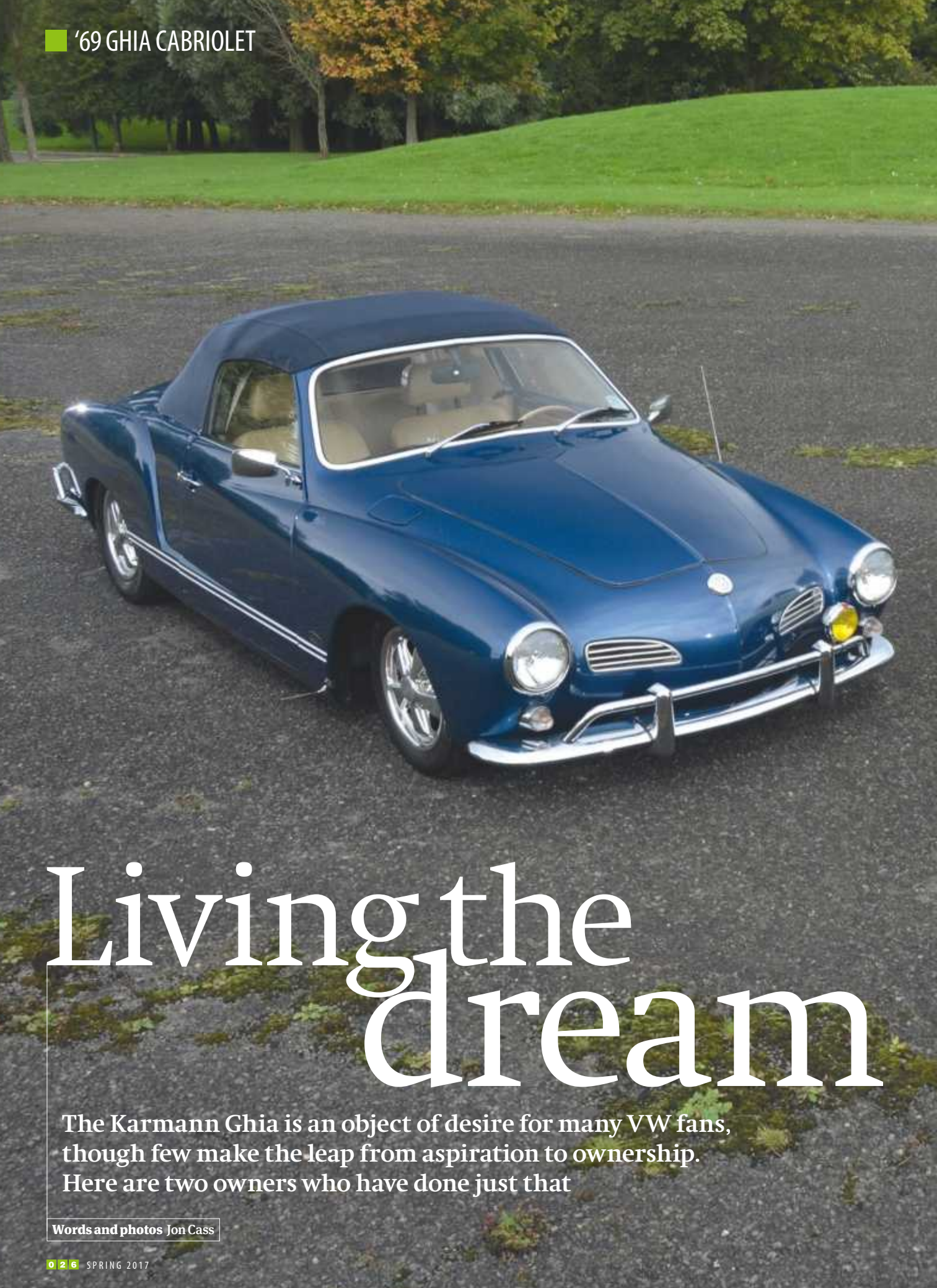


Living the dream

The Karmann Ghia is an object of desire for many VW fans, though few make the leap from aspiration to ownership. Here are two owners who have done just that

Words and photos Jon Cass

???????? ????????

Compared to its Beetle brother, the sleek Karmann Ghia is a rare sight on UK shores, but that hasn't stopped them from gaining a huge following. Of the many air-cooled VW shows held each year, you're often likely to spot a brace of Karmanns nestled together, and Leeds VW Festival last year was no exception. Basking in the warm sunshine there were Chris Longden and Sylvia (Syl) Elliott's jaw dropping blue Cabriolet and Paul Smith's equally eye catching, EMPI-equipped Beryl Green coupé. Right away, we knew we had to take a closer look.

Genuine EMPI lowback bucket seats are a rare sight, even in California, but a set with original padded covers are almost unheard of

The interior of Paul's Karmann contains an enviable array of original EMPI goodies. Some like the gauge set, radio and speaker grilles are seriously rare pieces

TECH INFO

PAUL SMITH'S '68 KARMANN GTV REPLICA

BODY
Stock 1968 Karmann Ghia coupé refinished in Beryl Green; EMPI GTV badge and door handle shields; yellow headlamp lenses; green tinted glass

INTERIOR
EMPI parts include: front seats; door pulls; glove box door pull; gauge set; EMPI of New York dash plaque and sticker; leather EMPI GT 'big button' steering wheel; pedal covers; carpet scuff guard; dash knob kit; AM / FM radio; Eliminator shifter; handbrake cover; speaker grilles; map reading light; cigarette lighter

ENGINE
1600cc twin port with original EMPI filter; 4-bolt header and extractor exhaust; brass sender for gauges

SUSPENSION
2-inch narrowed beam; dropped spindles; EMPI gas shocks; wide 5 front disc brake conversion; early Beetle short axles and 5-bolt drums

WHEELS AND TYRES
Chromed EMPI Sprint Stars; Michelin 135 SR 15 front tyres; BF Goodrich 155/80-15 rear tyres

If all these original EMPI gauges are in working condition, that is a rare treat to see

EMPI badge appears once again on the back-to-basics AM / FM radio

Paul has been into VWs since he was a nipper, as his dad had a gold '73 1300 Bug and his uncle a '68 1500. "I was a typical *Herbie* fan too at the time and, once I passed my test, I bought a red '72 1300, which was pretty clean," Paul remembers. "I collected loads of parts for it with the intention of restoring it but, in the end, had to sell it as I needed to buy a house."

Despite the reluctant sale of his Bug, Paul's enthusiasm for air-cooled VWs never disappeared. He devoured Colin Burnham's book, *Air-Cooled Volkswagens*, along with numerous issues of this very mag. "I saw a few Karmann Ghia feature cars, but you never really saw them on the road and I thought they looked great," Paul continues. "I decided back then I'd have one some day."

It would be an agonising nine years before Paul found himself in a position to buy that dream Karmann. "I spent a lot of that time researching different models and checking out prices," he recalls. "In the end, I 'phoned Martin McGarry at Karmann Ghia Motorworks in Mansfield to let him know I was keen to buy a Ghia, and the budget I had in mind. After a few weeks, I had a call from him to say he'd found this '68 example in Beryl Green."

Nervous breakdown

On the long drive back home from picking the Karmann up, the engine suddenly cut out and the car broke down. "I 'phoned Martin and told him I suspected the fuel pump had packed up. He drove to where I was and swapped it for a new one by the side of the road," Paul says with a smile. "I was on my way again in no time, very grateful Martin had gone out of his way to help me out."

While Paul was very happy with his new purchase, his budget hadn't been able to stretch to a pristine example so, from the beginning, he knew this one needed work. "Both front wings needed repairing, the aerial had to be replaced and all the window rubbers were shot, but it was generally a sound car," he remembers. John Pye Motors in Bishop Auckland duly carried out the necessary repairs and gave

"I started reading about the Ghia GTV in a catalogue I'd bought"

the 'shell a fresh coat of paint. The 1300cc engine was fitted with 1600cc barrels and pistons and it wasn't long before Paul started researching mods to enhance his Ghia further still. "I initially started with some taper tip tailpipes, but those didn't last long as the box itself was like a tea bag with several holes in it," laughs Paul. "I went on to buy an ali header, stainless muffler and a replica Gene Berg shifter." Things didn't stop there either, with a Flat4 steering wheel, repro Economotors number plate frames and four-lug Sprint Stars soon finding their way on to the car. "I managed to source some genuine 4.5-inch Fuchs but, as they weren't detailed, never fitted them," Paul explains. "They currently reside under my mate's bed, waiting to be fitted to his project."

All things EMPI

Then Paul discovered all things EMPI. "I started reading about the Ghia GTV in a catalogue I'd bought, and made the decision to amass as many parts as I could find to turn my car into a GTV replica," he tells us. "All the parts I'd already collected were quickly sold to fund the new direction this project would be taking." The sale of the Fuchs enabled Paul to purchase a set of chrome EMPI Sprint Stars, which required the fitting of a set of wide-5 disc brakes on the front so they could bolt up. To achieve that tucked-in stance, a two-inch narrowed beam and dropped spindles have been used, while chrome EMPI gas shocks soak up the bumps. The rear track was narrowed by the fitment of earlier Beetle 'short' axles, all of this work being undertaken by Daz Chandler at Aircooled Performance.

After several years of buying, selling and swapping parts, Paul finally had everything he wanted to build the car how it is today. The list of genuine EMPI parts (originals from the '60s and '70s, not the current EMPI concern) is

^ A two-inch narrowed and adjustable beam and dropped spindles help get those EMPI Sprint Stars to sit under the 'arches like this

mouthwatering, starting with those rare-as-you-like glass fibre lowback bucket seats, which came from 'Resto Jonny' in California, complete with original pads, too. A dream find. The rear seat is EMPI too, though in this case new pads were sourced from Kobus Cantraine in Belgium, then trimmed in black vinyl to match the fronts by Bernard Newbury, who also trimmed the door cards to match. Look around the cabin and you'll see Paul studied the EMPI catalogues well. Further rarities include the speaker grilles, AM / FM radio, steering wheel, gauge set, Eliminator shifter, wood trim pieces and his favourite bit of all, the NOS cigarette lighter, which previously belonged to Heinz Jung, the man whose psychedelic illustrations helped make the original EMPI catalogues of the late '60s and early '70s the collectors' items they are today.

EMPI GTV badges adorn the outside of the car, along with a genuine Talbot Berlin exterior mirror, and the engine bay has been dressed to impress with a few choice EMPI goodies too, though Paul has reluctantly removed the pulley guard as it would no longer fit when an alternator was fitted in place of the dynamo.

"All was going well and the Ghia was complete, but a spilt with my girlfriend ended up with the car just stood for three years," Paul confesses. "I needed to update my workhorse too, so the Karmann was regretfully neglected for a time." Once back on his feet, Paul made the decision to inject some life back into his Ghia, replacing the tyres, whose sidewalls had cracked during the lay up, and having the bodywork attended to. "The paintwork had degraded in some areas, specifically the decklid, rear wing and one of the doors, but Dirty Nige's paint shop in Bishop Auckland rectified this," Paul remembers. "Nige also fitted a set of Balls'd adjustable spring plates and evened out the stance, adding 135 tyres instead of 145s to resolve any 'arch rubbing issues. It looked great, but the ride quality wasn't, so I had Adi Hindmarsh at Bodytech in Kudhoe raise the ride height once again. He also fitted a skidplate and managed to tune the engine to run sweetly again."

"The list of genuine EMPI parts is mouthwatering"

With that, and a pair of NOS Hella yellow headlight lenses, Paul was back on the road in a car he dreamt about all those years ago, and has since built into the car of his dreams.

Later 1300cc twin-port engine has been fitted with 1600cc barrels and pistons and treated to an alternator, an original EMPI air filter and a chromed top pulley and degreed crank pulley

Here's Paul, a man on a mission, an EMPI mission

"General maintenance keeps me busy enough these days"

Just like Paul, Chris has been a long time air-cooled VW fan and began his lifelong affiliation with them by purchasing a 1970 single-port 1300 Bug from a dealer when he was 17. "I loved that car. I loved its simplicity. And I continued to buy, sell and restore many more Beetles over the years," Chris remembers. "At one point, my brother and mum had Beetles, too."

A couple of those Beetle restorations provided Chris with a pot large enough to progress on to a Type 2. "I bought a Bus in Lincolnshire and rebuilt it in my single garage at home, including carrying out a full respray," he says proudly. But a few years later, the decision was made to try and source Chris' ultimate air-cooled VW, a Karmann Ghia. "It had to be a Cabriolet, so that narrowed the field down a bit," he says with a grin.

A touch optimistic

Chris and Syl's plan was to buy a pre-1970 Cabriolet, as they were the ones they most liked the look of, so they began to check out various websites and magazines for a likely candidate. "We started in January 2008 and, after plenty of viewings where descriptions were a touch optimistic, we felt a little let down," Chris recalls. "A '68 caught our eye in London, which sounded ideal, but on our way down there we spotted an advert for a Cal Look '69 US import in Southend, so we made a note of that one in case the first one let us down." Those notes would come in handy as the London Ghia was another sheer disappointment, with the convertible roof screwed to the bows with visible wood screws, a total lack of window

In contrast to Paul's example, Chris' Cabriolet still has its wood-effect dash in place. The bud vase and metal basket are neat additions

Period Blaupunkt radio provides the sounds in Chris' Cabriolet

TECH INFO

CHRIS LONGDEN AND SYLVIA ELLIOTT'S '69 KARMANN GHIA CABRIOLET

BODY
1969 Californian import Karmann Ghia Cabriolet, refinished in Peugeot metallic blue paint; re-chromed bumpers and trim; dual mount aerial; kerb feelers

INTERIOR
Seats re-trimmed in beige vinyl; original parcel shelf; bud vase; Blaupunkt radio

ENGINE
1641cc twin-port engine; dual Solex 40mm carbs; 009 distributor with electronic ignition; ceramic-coated Mondo exhaust; Rosta belt tensioning system; degreed pulley; chrome tinware

SUSPENSION
Machine 7 4-inch narrowed and adjustable beam; EMPI short shocks; VW disc brakes re-drilled to Porsche pattern; EBC pads; two spline drop at rear

WHEELS AND TYRES
Fully polished 14-inch Porsche Fuchs alloys; 165/70-14 and 195/65-14 Primwell P5850 tyres

THANKS
A massive thanks to Syl for her patience and help with the car. And a big thanks to Dave at Station Garage in Ashington for access to his MoT bay

"they're both over the moon to have finally scratched the Karmann itch"

rubbers and not much going for it. "We hurriedly headed off to Southend and, as we rounded a corner it came into view, sitting on the drive in pouring rain. We fell in love with the car there and then," Chris smiles.

There was no doubt in their minds this '69 was the right car, even though there were a few little

"Chris added dropped spindles so the adjusters could be wound back up a bit to soften the ride"

imperfections. Having been brought in from a sunnier climate in the States, the bodyshell was sound and had already been treated to a coat of Peugeot metallic blue paint, a colour normally found on mid-'90s 406s, and which we have to say looks stunning in the sunlight. The roof mechanism wasn't quite so perfect. "Someone had forced the roof back at some stage, which had broken a weld in the mechanism, so my first job was to repair that using a MIG welder in my garage. After some careful and intricate work, all was well, and a quick brush with some black paint later it looked as good as new."

New roof guides came next, then Chris had to admit there was a significant problem with the seats. "The padding had evaporated, and our bums were pretty much on the floorpans, so I sourced some replacement foam and wadding – all necessary so we could at least see out of the windscreen!" The beige vinyl seats, wood-effect dash and mesh parcel shelf take you right back to the '60s, and complement the blue exterior perfectly. The bud vase is just the icing on the cake.

Brasso and lint

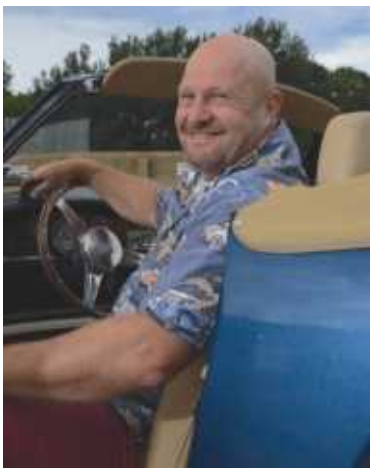
Attention then turned towards the wheels, which are Porsche Fuchs, and have resided on the Ghia for quite some time. These were desperately in need of a refurb and Chris soon treated them to a machine polish. "They took about three hours each, and were finished off with Brasso and lint, but what a difference it made."

The Ghia had already been lowered in typical Cal Look fashion with Sway-A-Way adjusters up front and a two-spline drop at the rear, but Chris added a

^ The 1641cc, twin carb-equipped engine bay of Chris’ Cabriolet looks the part, thanks to chrome lower tinware, a degreed pulley and Rosta belt tensioner on a homemade bracket

< Polished Fuchs came with the car and just needed a quick re-polish to bring them up to standard. Did you spot they were 14s all round?

^ The Peugeot metallic blue paint is an unusual choice but suits the classic Karmann shape well



^ Here’s Chris, clearly a happy man when he’s behind the wheel of his cherished Karmann

pair of dropped spindles so the adjusters could be wound back up a bit to soften the ride, fitted some new EMPI short shocks and new track rod ends for peace of mind.

Although the paint was in great shape, Chris decided to treat it to a machine polish to bring it up to scratch and had the bumpers and trim re-chromed while he was about it so as not to let the side down.

The engine is a later 1600 twin port that had been rebuilt in the US as a 1641 and fitted with dual Solex 40mm carbs, an 009 distributor with electronic ignition internals and a Mondo exhaust, while Chris installed the Rosta belt tensioning system, which he says works a treat. Not only does it perform well, once the lid is opened, it really does stand out thanks to the array of chrome tinware and degreed pulley.

Since coming into their possession, Chris and Syl’s Karmann has picked up a few trophies at shows and they’re both over the moon to have finally scratched the Karmann itch. “I enjoy working on this car, but have no intention to change anything. General maintenance keeps me busy enough these days, though I do have my eye on a 1303 that has been laid up in our village for quite some time,” Chris laughs. He’s in no rush though and describes the Karmann as a never dating silhouette, which looks pleasing to the eye from any angle.

And we’d have to agree. After tackling countless air-cooled VW projects over the decades, both Paul and Chris seem very content with their Karmann Ghias. Are they the pinnacle of air-cooled ownership? For Paul and Chris, that certainly seems to be the case.

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62436

VW Thing wiper arm connection rod

This connection rod will fit the late VW Thing models (after 1973). We have more parts in stock sourced from the German warehouse of Volkswagen.

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Flock yeah!

Sometimes it's the smallest detail that makes one car stand out in a crowd. In this case, it's the treatment of the wheels

Words Gordie Woollacott **Photos** Laurens Parsons
With thanks to Kendall Group for the awesome location

This '61 might look nice and fresh on the outside, but on the inside it smells like only a 55-year-old Beetle can. That's because, despite the fresh paint and the obvious custom touches, this car is a survivor. With only three owners from new – an incredible stat' for any vehicle of this age – the responsibility now lies with Paul Charlesworth to keep it in the life it has been accustomed to. Of course, being a red-blooded car guy, he couldn't resist a few reversible alterations here and there…

Paul: "I've been into cars since I was about 16-years old. My dad owned a show-winning turquoise Beetle with Center Lines in the early '90s, but for a long time I was more into classic Fords – RS2000s, Mexicos, that sort of thing. My dad buys and sells American cars, but nothing beats just cruising along in the Bug at 50mph. It's definitely the best car I've ever had."

The Bug landed with Paul after the previous owners, Gary and Esmi, went their separate ways in life. Paul: "It had been restored, but then sat for 12 years after the break up. Gary used to go and start it up every now and then, but eventually it was offered to me and, seeing as it had such great history, I decided to take it on and get it back on the road."

Sleeping beauty

After a couple of weekends spent re-commissioning the electrics, fitting new brake lines and giving the car a general service, Paul took it for an MoT test. Considering it was the first time in over 12 years anybody under licence from the Ministry of Transport had so much as tapped a hammer on the chassis of this '61, the fact that it passed first time is astonishing. Then to hear there wasn't even a single advisory, the whole thing starts to sound more like a fairy tale.

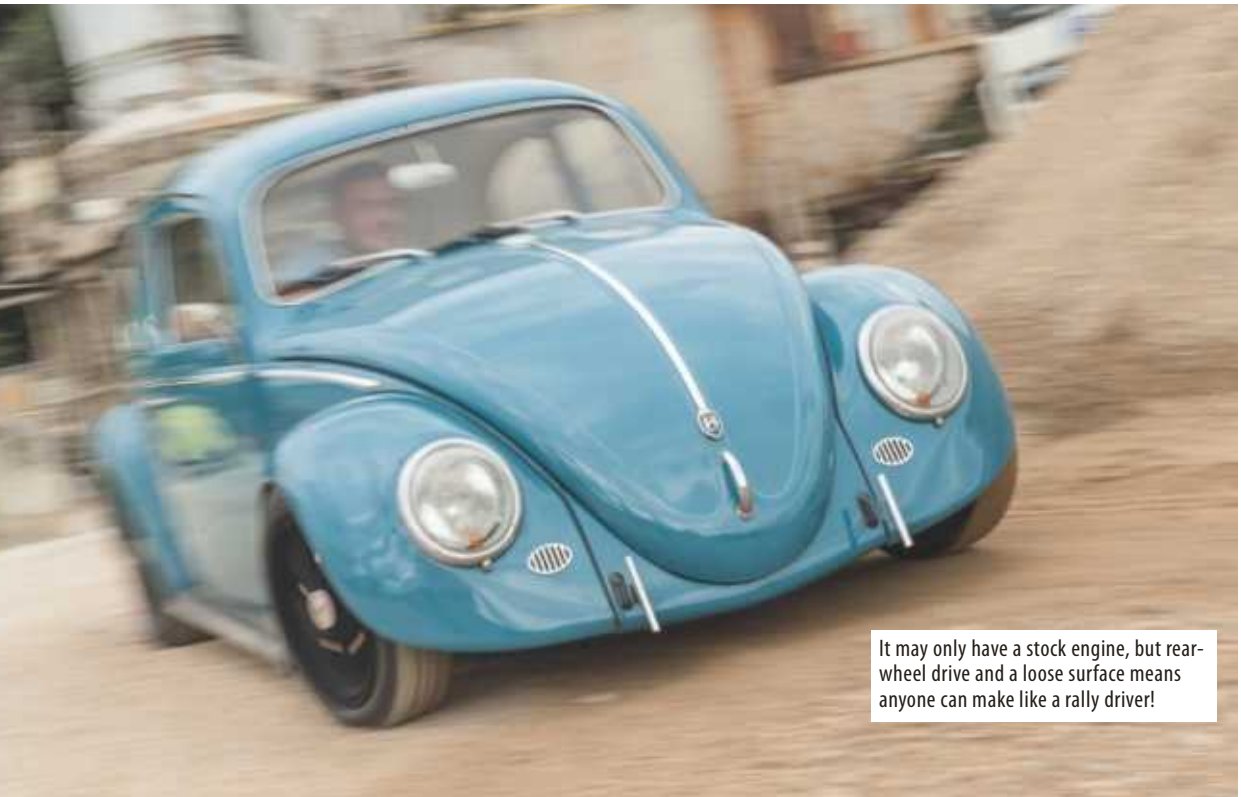
But when you begin to learn more about the condition of the car, it becomes slightly more believable than a princess waking after a 100-year-long sleep, thanks to the kiss of a prince. Wait, did I just reference Sleeping Beauty? Whatever next?

^ Stand offs aren't necessary with a stock, or even a 1641cc engine, but Paul has designs on a fire-breathing, 2132cc motor with IDAs for the future

^ Sadly, someone drove into the car while it was parked, so it has recently had a new bonnet and front end repairs. Tank was painted in contrasting white while it was out

^ Yep, those repro BRMs have been flocked, and are a real talking point on the car. So much so, Paul reckons he could have sold them 100 times over!

> Hot from the subs bench, this spare 1300 twin port meant Paul made it to the photoshoot after the car's 1641 motor spat its dummy on prom night



It may only have a stock engine, but rear-wheel drive and a loose surface means anyone can make like a rally driver!

TECH INFO

BODY
Stock 1961 Beetle, repainted in Gulf Blue; shaved front indicators; US-spec headlights with integral indicators; t-bars; all-red tail lights; stand offs

INTERIOR
All original trim, with the scars to prove it; EMPI GT wood rim steering wheel; Gene Berg shifter; skateboard wheel for accelerator

ENGINE
Normally a 1641cc Type 1 with twin 40s, but here a later 1300cc twin port

WHEELS AND TYRES
MWS replica BRMS with flock detailing, 4.5in front and 5.5in rear; Semperit 145/65-15 front tyres and Marshal 195/65-15 rears

A right-hand drive, UK-spec '60's bug is becoming a rare thing these days. Drink it in

This '61 still has its original floorpans, and original heater channels. It even retains its original number plate from the day it was registered, and I don't mean just the letters and numbers, but the actual plate! "I have a history file about eight inches thick," says Paul with obvious glee, "and in it is every single MoT certificate, the original bill of sale, even a receipt for a small repair made in 1970 to the rear of the car, including topping-off the engine oil. The total bill was £4.75! The original owners literally kept everything."

"the car has the perfect old Beetle smell, and I really don't want that to change"

The perfect smell

With this kind of provenance, Paul has made every effort to preserve the car, particularly the original interior. A few rips have been repaired but, aside from that, it's as it left the factory. "I usually like things to be new, but the car has the perfect old Beetle smell, and I really don't want that to change."

Despite several attempts to trace the family of the original owners, using addresses on the receipts, so far it has been to no avail. "We did get a reply from one place, but just to say they no longer lived there and there was no forwarding address. It would be great to get in touch with them if they're out there."

It would also be interesting to hear what they make of the car now in its current guise. When the car arrived with Paul, it was sporting a set of EMPI fives and a mild lowering job, and the current look is the second or third incarnation Paul has tried. "When I first got it on the road, I really liked the Resto Cal look, so got myself some nice shiny bumpers and some new wheels. I went to a show and couldn't help but notice the cars around me were all very similar, so I started trying to think of something different," explains Paul. Not easy in 2016!

Good students

The breakthrough came when Paul was allowing the Beetle to be used as part of a university course in Brighton. "I took it down to let them flock the dashboard. It looked really cool and I got to wondering if it was possible to do the wheels. So, I picked up a set of replica BRMs from Midland Wheels and took them down there." The result is fantastic, and a definite break from the norm. "They get so much attention at shows," says Paul, "I reckon I could have sold them 100 times over." Not bad considering he had them refinished for free by a bunch of students!

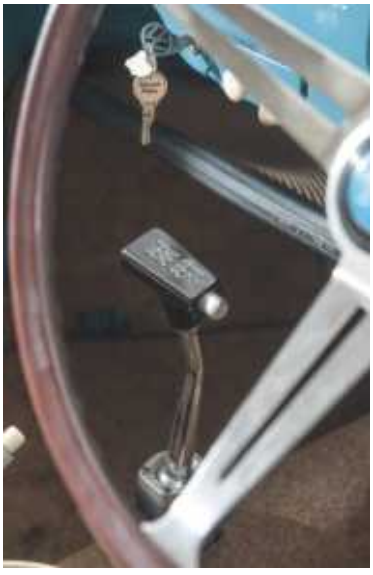
The fresh wheels got things rolling, and Paul ditched the bumpers in favour of a set of t-bars,

^ Paul originally went down the Resto Cal route with the car, but then changed his mind and swapped bumpers for t-bars for a more Cal Look feel

v Spring plates turned by one outer spline on the rear give a cheeky bit of negative camber. Stock-style exhaust keeps ample ground clearance

^ This car came with an incredible history file so, in reverence to that, the interior has been left as is, with all its 56 years of use on show. Berg shifter, EMPI wood rim wheel and skateboard wheel on the throttle are the only alterations

^ As you might expect with a car with this sort of provenance, the locks are all original, and these are the keys the nice man at VW would have handed over on the day of purchase



< Gene Berg shifter reduces throw by 40% and gives a totally different feel to a stock VW shifter. Oh, and that's an original EMPI GTV wheel you're looking through

It's a well known fact – the further you can get your right arm over the wheel, the faster you go!

"I'm not necessarily trying to achieve any particular look. I just take custom elements I like and then use them"

whilst adding an adjustable front beam with dropped spindles and raising the back end back up a bit, tilting the whole thing more toward the Cal Look side of life. "I'm not necessarily trying to achieve any particular look. I just take custom elements I like and then use them."

Having noticed a few areas of the previous paint job starting to bubble through, Paul booked the car in with Jimmy Lindsay at Bear Bodyworks in his hometown of Portsmouth for some fresh paint. "I love the original Gulf Blue colour, so it was a pretty straightforward choice to stick with it. Jimmy did a great job on it, it's flawless." Well, it was flawless for about three days, until Paul came back to it after having been asked to move it by a traffic warden to park it in a 'safer place', only to find someone had hit the front end and driven off. "I was gutted," recalls Paul, "the damage came to around £2,500, but fortunately the insurance company took care of it. I managed to locate an original '60's bonnet, and had it repaired at Stu Lindsay's bodyshop, who happens to be the dad of Jimmy at Bear Bodyworks."

A friend in need

A slightly less major disaster then hit Paul days before our photoshoot. "I agreed to help out a friend chauffeuring by using the Beetle for a prom night. On the way back home, the 1641 twin-carbed engine let go, spraying the engine bay with oil and putting the magazine feature in jeopardy. Fortunately, I've been around VWs long enough, so I always have a spare engine kicking around! I had a 1.3 that was close to ready and so me and my mate, Lee Payne, spent around seven hours getting it built up so I could make the shoot!" Great effort, lads.

Since these photographs were taken, the 1641 has been given a new lease of life and is back where it belongs, although not for too long. Paul: "A friend of mine who belongs to the Funkenblitz VW club has a 2132 with twin 48s, and I'm planning a build of similar spec, in which case I'll sell the 1300 and keep the 1641 as a spare."

Purposeful stance is thanks to an adjustable beam, dropped spindles and low profile 145s on the front

The late nights spent getting the Bug into the condition you see here, and the couple of bumps along the way were all made worth it when Paul made it over to The Freddy Files in Ninove, Belgium last year. Paul: "It's a different class that event. The town is closed down to everything but air-cooled Volkswagens. On the drive down there, I looked out of my window and there was an old lady driving along on the left side of me. She looked over, no teeth, just gums showing in a big smile with her thumbs up. You just wouldn't get anything like that in an Escort!"

"You just wouldn't get anything like that in an Escort!"

Sounds to us like Paul made the right move leaving the Blue Oval behind and embracing the, er, blue circle instead. ■

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Words James Peene **Photos** Chris Frosin

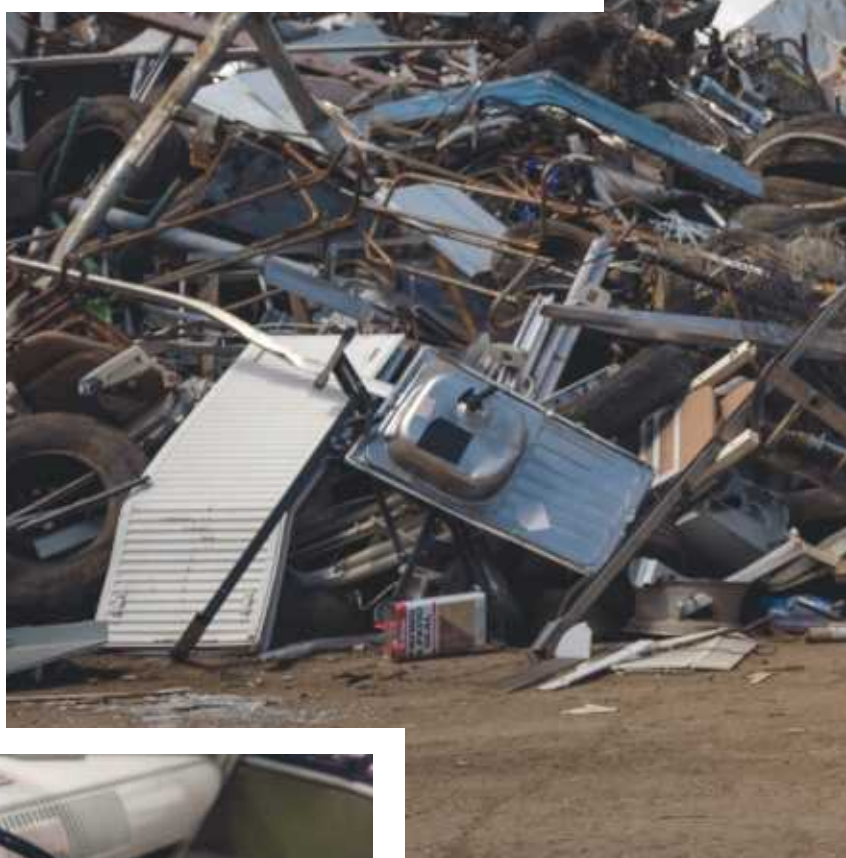
When it comes to Split Buses, there’s an inescapable hierarchy. We all know the blah about the more windows you have the cooler you are, but the one truth that holds up more than any other is that older is always better. That’s why everyone is doing their nuts over Barndoors at the moment, because once you’ve fallen into the trap that only the oldest / rarest will suffice, you have to go early or go home. But that wasn’t the case for the owner of this PGSG (that’s a reference to the Palm Green / Sand Green colours for the uninitiated). You see, Pete Golding and his wife, Angela, owned a Barndoor before buying their latest Bus, but sold it because: “Barndoors are just too common round this way. I know of 10 in the area now, so they’re not exactly rare are they?” Fair point, and reason enough to move on from Barndoors if you ask us.

“We’d also fully restored our old ’54 and, as lovely as it was, we wanted something we could actually use. The Barndoor was just too nice, so we would always be worrying about it being damaged. We wanted something we could leave in the supermarket car park without worrying about.” And they found just that in the form of this PGSG ’55 where, let’s be honest, another dink or scuff will hardly be the end of the world. Plus, the money Pete got for the Barndoor allowed him to buy the ’55 and still have some cash left in the pot. A win win situation.

This Bus has been around the block, in more than one sense of the phrase. As vehicles go, its carbon footprint is of Bigfoot proportions. Built in June ’55 (more on that in a moment) it was shipped from Germany to the USA, where it spent the lion’s share of its life, baking in the sun and fine honing that excellent patina. From there, it was shipped to Japan before heading back to Europe, finally settling in sunny Bromsgrove, which is where Pete and Angela live and work, earning their daily bread as Bromsgrove Auto Trimmers (www.bromsgroveautotrim.com), or BAT for short.

Bragging rights

Coming back to the build date for a moment, Bus nerds will appreciate the significance. Having rolled off the production line in June of 1955 makes this one of the first batch of



^ Gnarly five spokes are Cal Parts Co. wheels, just one of the many companies that followed American Racing Equipment’s lead

> Early Gene Berg Bus shifter and a deadman’s handle, courtesy of John Deere

^ Busted speedo needle, no doubt thanks to small tyres, IRS conversion and a needle stop getting in the way

"This could easily be the earliest '55 in the country"

TECH INFO

BODY
1955 Palm Green / Sand Green 11-window Microbus

INTERIOR
Fully restored to factory spec Microbus interior, Gene Berg shifter

ENGINE
1776cc Type 1 motor with Engle 120 cam and dual 40IDFs

SUSPENSION
4-inch narrowed link pin beam, dropped spindles, adjustable spring plates, CSP disc brakes

WHEELS AND TYRES
7 x 15in Cal Parts Co. five spokes with 165/45-15 Nankangs on the front and 185/60-15 Hankooks on the rear

Is there any better colour combo than Palm Green / Sand Green, or PGSG for short? Front was thought to have been parked in the shade, hence less sun damage

This is what the Bus buffers mean when they talk about ribbed bumpers

Bodywork is preserved with liberal coats of Collinite Boat Wax – it's good stuff

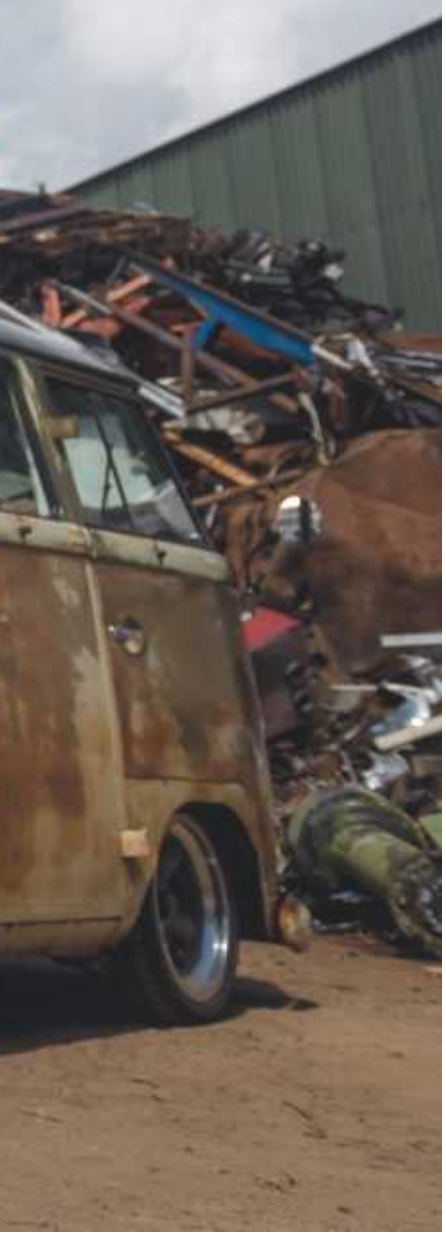
post-Barndoor Buses. That's only a month into second generation Split territory, so this could easily be the earliest '55 in the country. There are your bragging rights, right there.

Sadly, what happened in the 61 years separating this Bus' build date and the present day is lost in the mists of time, but Pete thinks the Split must have been parked up against a wall for a number of years, and this goes some way to explaining why the front panel looks different to the rest of the body. Perhaps it kept its face in the shade while the rest was allowed to bake? One thing that is for certain is that all of the paint is still what was applied at the factory and, as far as Pete can tell, the Bus has never been welded either. Nor has it lost any of its hard-to-find bits. We're guessing that wherever it was laid up, the Bus was still looked after, hence why none of the parts were robbed from it. Those Microbus seats, for example, always go missing on abandoned vehicles, as do bumpers, lights, locks, badges, pieces of glass – anything that helps another Bus live on at the expense of the donor vehicle. Nor was it ever converted into a Camper or used as a shed. No, this one was left alone, and remained unspoiled.

^ Motivation comes from a 1776 running twin 40IDF Webers and an Engle 120 cam

Digging deep

However, being perhaps the most desirable colour combination of all amongst enthusiasts, it was only a matter of time before it was plucked from obscurity



^ Not only did this Bus escape the crusher, it dodged the parts pilferers and the camper converters, too

^ Rubber luggage straps prevent your cases sliding around and damaging the upholstery

> Rare folding middle seat was blasted, painted and re-covered just as the factory intended. It’s amazing it hadn’t gone missing over the years

and put back on the road. Again, Pete is in the dark as to who did that, or indeed who carried out the modification work but, having dug a little deeper, we found pictures of it on the Instagram feed of Skinner Classic VW Restorations in North California (www.skinnerclassics.com), so we’ll suggest they might have had a hand in it at some point, unless someone cares to suggest otherwise.

Pete bought the ’55 from another midlander called Mat, who’d done a deal with the owner in Japan that resulted in an Oval heading east and the Split coming to the west. Externally, it was just as you see it now, with the stance, wheels and engine having been sorted, but the interior looking decidedly tatty. But hey, what does that matter when you’re a vehicle upholsterer by trade?

Pete reveals: “Mat’s a bit of a wheeler dealer, so he sold the Bus on after a few months. I bought it from

“The interior is 100% as it would have been from the factory, only brand new”

him on the Cal Parts wheels. I’ve had numerous people tell me they’re Torq Thrusts and make me an offer on them, but it was only when I popped one off and saw the stamp in the back that I realised they were much rarer and more expensive. [Sorry to fizzle your firework guys, but they’re not rarer or more valuable. Cal Parts Co. of San Jose, CA was just one of many companies

who produced cheap copies of the fabled American Racing Torq Thrust design in the ’60s and ’70s-Ed]. They’re bolted to a set of CSP front discs and it’s running dropped spindles and a four-inch narrowed beam. The back has been converted to IRS and has adjustable spring plates. I have to say, the ride is fabulous for a Bus this old and this low.

“The engine, which was also fitted when I bought it, is a 1776cc built by Aircooled Engineering (www.ace-vw.com).”

Worzel’s pocket

So, with the outside looking how he wanted it, Pete was left with the simple task of breathing new life into the interior. After all, it wouldn’t do for a man in his line of work to be seen driving around in something that looked like Worzel Gummage’s pocket, would it? Pete: “The interior was all there, so we used it as a template to build the new one, and then ended up selling the original to the owner of another Bus. Some people might have kept it, but sometimes we only take one Bus to a show and, if it’s this one, it has to be a good demonstration of what we can do.

“The interior is 100% as it would have been from the factory, only brand new. The old interior provided us with a template to match fabrics and colours, but it still took a good week of someone in the office tracking everything down. It wasn’t just a case of finding the right colour, but also the right grain and texture for the vinyl.

“We’re perhaps best known for all the pretty interiors we do, but we do a lot of stock restorations as well. So, rather than modern padding in the seats, we used the correct wadding and hessian. All of the factory stitching has been replicated and where we might have done things differently, we looked at how everything was pieced together at the factory and copied it. Even when we were looking at stitches that were all over the shop, we just made sure it was 100% as it came.”

^ It’s come a long way to be here, from Germany, via the US and Japan to finish up in Bromsgrove. Don’t let the ride height fool you, Pete says it drives like a dream

Oh Deere

Everything, with the exception of the cab floor mat (which is the original) was made in house at BAT. We’re talking the wool headliner and even the wooden drinks cabinet on the bulkhead, which was hand formed from ply in their steamer. The only deviations from standard are the early Gene Berg Bus shifter and John Deere accoutrements on the steering wheel. Oh, and the heater that’s hidden in the space below the front bench seat. “That makes so much difference. It’s hard not to drive this Bus. You can set the thermostat so the Bus is all nice and warm when you come out to it in the morning and it’s ready to go as soon as you are. We have a lot of Buses pass through the workshop, but this one is just such a pleasure to drive. There are no rattles or squeaks, everything is tight and it’s just the best purchase I’ve ever made. There’s a lot of competition for the keys when we’re taking it to a show, I can tell you.” ■

“It’s hard not to drive this Bus”

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Form and funktion!

Looking like something that might have rocked up to Studio 54 with Donna Summer at the wheel and Dr. Frank N. Furter hanging out the side, this Buggy is a wonderful tribute to the '70s

Words Cathal O'Toole **Photos** Thru-a-lupe photographic

"I bought the steering wheel... The idea just grew legs and went from there"

"some carefully chosen eye candy is essential"

BTR rims were designed for the off-road market, and come in beadlock and non-beadlock versions. Here they're wearing 295/50 and 195/60-15 Cooper Cobra radials which, combined with the all-round drop, give Toby's Buggy an unusually low ride height

All-red rear lenses, US-style number plate with So-Cal Speed Shop surround and a ceramic coated Sidewinder exhaust add visual punch to this Buggy

Polished 'n' ribbed ali valve covers suit the build theme nicely

Seven-inch chrome headlights have been a Buggy staple since the Buggy was born

TECH INFO

BODY
East Coast Buggies Classic in metalflake brown gel coat; repro Manx badges; 7-inch headlights, Type 3 number plate light

ENGINE
1641cc Type 1; twin Dell'Orto 36 DRLAs on CB Performance manifolds; 30-horse-style fan shroud; finned ali valve covers; ceramic coated Sidewinder exhaust

GEARBOX
Stock 1300cc Beetle

WHEELS AND TYRES
15 x 4 and 15 x 7 BTR non-bead lock rims with Cooper Cobra 195/60 and 295/50-15s

INTERIOR
East Coast Buggies glass fibre bucket seats with tan vinyl covers; flat board rear seat; four-point harnesses; Morris Minor speedo; two-spoke wood rim steering wheel; Flat4 Eliminator shifter

Retro might be one of the most popular current buzz words, and certainly one of the most aspired to looks in every aspect of our society right now, from fashion to home decor to music, but not many people really pull it off successfully. Toby Hall doesn't have that problem though because he's the automotive king of funk, and here's all the proof you need in the form of his on-point retro Buggy.

If the name Toby Hall sounds familiar but you can't place it, shake the dust from around that noggin of yours and see if you can recall the life size, driveable Radio Flyer we featured here in *VolksWorld* magazine in 2010. That wasn't Toby's first feature car in the magazine, but it was the one that made one of the craziest entrances to Sandown Park any of us had ever seen. It was bonkers, and it still retains the title of one of the most insane builds ever shown at The *VolksWorld* Show.

So now you know what Toby is capable of, this Buggy seems almost tame when compared to an oversized child's toy! So why the toning down on his project? Wasn't there an oversized Hazet Assistent crying out to be built? Ooh, I like that idea. I'll have to ask Toby if he'll break out his insanity pills again because that would be awesome!

Anyway, back to the Buggy and the story of the who, why, what and the where. One of the first things I asked Toby was after such a mental build as the Radio Flyer, and then an orange metalflake Prowler Buggy, what lead him down this particular path: "I bought the steering wheel. I stumbled across it while walking around the stalls at Beaulieu Autojumble and thought to myself, that'd look amazing in a funky, '70's-style Buggy. The idea just grew legs and went from there."

The steering wheel is unusual in the VW scene, where we like familiarity and generally stick to the usual suspects, but Toby saw beauty and potential in the damaged, two-spoke wood rim. It needed repair, but it was worth it because when you have an interior as Spartan as a Buggy, some carefully chosen eye candy is essential.

It's a Classic

To get the ball rolling, Toby got on the blower to his mate, Rob Kilham, at East Coast Buggies to discuss his plans. As a fan of Bruce Meyers and, more importantly, a fan of his most famous Buggy, Toby placed an order for one

Tan hood is a brave choice, but it works perfectly with the tan vinyl interior and brown metalflake gel coat, especially when seen under tobacco skies

East Coast Buggies supplied the tan vinyl bucket seat covers and enough material to cover the rear 'seat'

We owe this entire Buggy build to that unusual two-spoke steering wheel, and Toby's vision of course

It's not Bono. He's not nearly cool enough to create this Buggy!

Gears are found and selected thanks to a Flat4 Eliminator shifter

It may not be an original Manx body, but there's no denying the styling cues, and the Manx badges add to the overall flavour

of East Coast Buggies' Classic bodies, a tribute to Meyers' world famous creation, which dates back to 1964. Toby knew he wanted metalflake brown – which, incidentally, turns from brown to gold depending on the light – as the gel coat finish, and Rob had to order it in from the US especially for this build. Don't worry about touch-ups, Toby says the finish is so hard wearing that, "you can drop a spanner on it without any worry of damage, as I found out on more than one occasion during the build!"

Staring with a rusty, 1972 1200cc Beetle, the uppers were binned and the rusty 'pan relieved of its floorpan sections before the spine was shortened by cutting 14¼ inches out of the length, just behind the handbrake. Suitably shortened new 'pan halves were then welded into place before being seam sealed and the whole lot painted in gloss black. To make the refurbed 'pan mobile once more, a stock 1300 gearbox was blasted and painted before being installed, along with a new 200mm Sachs clutch. All new brake components were fitted and then onto each of the four drums Toby fitted a set of BTR rims wrapped in Cooper Cobra Radial G/T tyres. Again, there was no dithering here, this combo was part of his design plan from the start. With the different size tyres and a three-inch drop up front thanks to an adjustable beam, allied to a two-inch drop out back courtesy of adjustable spring plates, there's just enough rake to give this Buggy some attitude.

"just enough rake to give this Buggy some attitude"

LSRR for short

Toby wasn't alone in this project as he had the help and advice of one Liam Sid Radcliff Richard! That may not be his actual name, but Toby calls him that, er, for short! Anyway, LSRR (for short) was a driving force behind the project, and his help was vital in getting it to where it is now. His welding and knowledge on pretty much most aspects of the build mean he's owed at least a pint or two now that it's finished!

Rear three-quarter angle emphasises the aggressive stance of this Buggy. Skinny and fat BTRs with raised white letter tyres and an all-round lowering job make it look tough, as well as a lot of fun

With the 'pan rolling, the next job was to install the 1641cc engine, which is essentially stock, but fitted with the stereophonic sounds of a pair of twin Dell'Orto carbs.

So what other goodies were on Toby's must-have list? Well, aside from those already mentioned, there was a Sidewinder exhaust and a removable hard top. Toby originally thought this would be useful for keeping the rain off his head during our summers but, as the Buggy now resides in Majorca, it'll actually be doing what it was designed for, and that's keeping the heat of the sun off the occupants' heads. The hard top was colour matched by Rob to the tan vinyl seat covers he supplied with the kit. One thing I never thought I'd say on any VW feature is that the Morris Minor speedometer works really well. Yep, even after writing it, deleting it and writing it again, it still doesn't sit right with me, but the speedo does sit well in the Buggy's dashboard. Who'd have thunk it?

'70's heaven

The final piece on Toby's wish list for this plastic fantastic was the Flat4 Eliminator shifter. This reproduction of the wonderfully curved piece of '70's heaven (originally produced by EMPI of course) sits proudly in the tub and makes shifting gears an altogether more pleasurable, and precise, experience, which is rather important in something as light as a Beach Buggy.

Lastly, the question had to be asked as to whether Toby would do it all again? His answer was immediate: "Yes, but next time I'd have all the parts ordered and ready to go before I started. That way I reckon I could get it done in a month. I wanted to see if I could build one to the same timescale as the professionals, and I think I could. It's a lot easier than a restoration because everything is new, and I mean everything. Only the spine and framehead are original parts. I think I bought shares in German & Swedish I bought so much from them. There's a fair bit of initial outlay, but it does mean it's a quick and tidy build up, unlike most restorations."

"the stereophonic sounds of a pair of twin Dell'Orto carbs"

In my final wrap up with Toby, I asked why he built it left-hand drive, and again the answer was simple. "I wanted to build a true Californian Beach Buggy, so it had to be a lefty." Toby went on to say that thanks to it being a left hooker, when he posted the ad on eBay for his Buggy he was inundated with buyers from mainland Europe, so I guess sometimes it pays to be a leftie. Ha ha.

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Das Drag Day always has a down to earth, grass roots racing vibe

Right on track

Dave Warren captured the action from last year's grass roots dragstrip showdown

Here's a show that's a little off the radar but always features an interesting selection of cool VWs, some of which you just don't see at other shows. It takes place at the former US Air Force base in Bitburg, Germany, on runways from the Cold War era that were once home to the US airborne strike force. If the word had been given to attack, this would have been where the action would have happened.

Screaming aircraft have now been replaced by the sound of equally raucous VW engines and over the years the show has seen some amazing cars and vans race with entrants from all over Europe. The event is expertly run by the guys from 1on1motorsports.de and Der Autobahn Scrapers (www.autobahn.be).

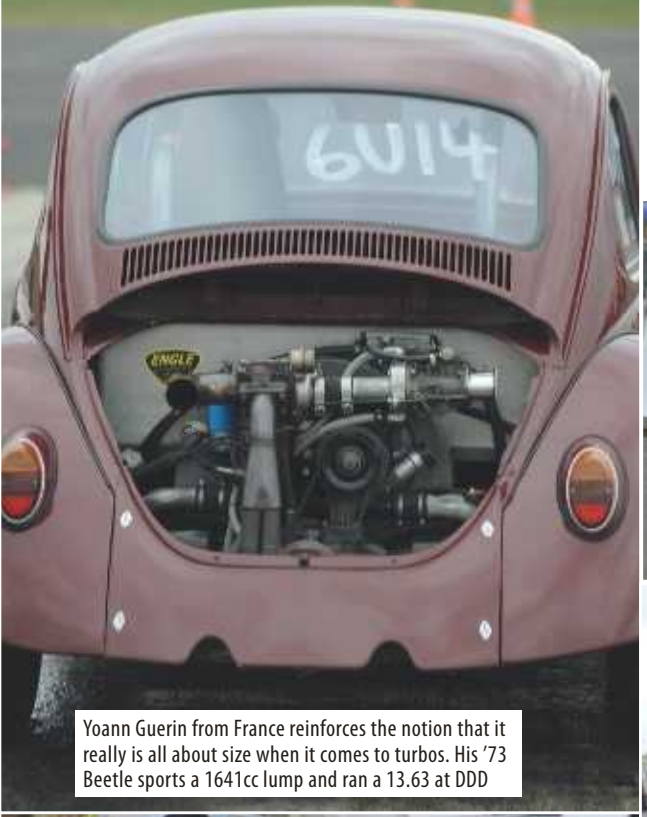
From Calais the journey time is four and a half hours – it's 262 miles and as usually the case in mainland Europe, the roads are always a pleasure. If you're planning on making the trip though, be sure to avoid the Brussels ring road because if you hit it at the wrong time you could be in for quite a wait.

What a drag?

The show is a typical European weekend affair with the action taking place on the Saturday and Sunday, leaving Friday as more of a meet and greet afternoon (that conveniently leads into the evening and extends late into the night). The guys from the DJ Bus Kweenony keep the crowds entertained as racers and fans alike turn up until the gate closing time of midnight. In case you didn't know, the party Bus is a Split Screen 21 Window Samba that has made it over to the UK on many occasions and pumps out those dance tunes with a full-on weather protected light-rig above it.

On Saturday morning, while possibly nursing a hangover, you are likely to be woken up by the sound of engines being worked on to glean a few extra horses. The track at Bitburg is basically the former main airbase runway and, although there is no prep on the tarmac, the official timing shows it's by no means slow.

A burn out box gives drivers a chance to gain some tack on those spinning slicks and also gets the crowd going with the smell of hot rubber as smoke plumes high into the air. The cars with line lock have the added bonus of doing this without their cars moving forward.



Yoann Guerin from France reinforces the notion that it really is all about size when it comes to turbos. His '73 Beetle sports a 1641cc lump and ran a 13.63 at DDD

Does my backside look big in this?

When did you see a Trekker riding this low? It was a nice local show for this matt green German 181

A Swiss Oval, inspired by the 1 millionth Beetle, graces the strip driven by Christoph Mertz

To own a Split Rear Window Bug is heaven – to drag race one is pure Volkswagen nirvana

Last year's event saw a larger number of American cars taking part and there's always a buzz to be had from seeing a 1950s VW Oval race against an American muscle car, sometimes with surprising results. The race track itself is set up so that after 20 minutes or so the cars that raced down one way have to return in the opposite direction, not racing but in convoy fashion to line up and race again. It has to be said, seeing two rows of drag racers coming towards you certainly makes for quite a spectacle.

In many respects, this show is as raw as it gets and its lack of on-site power and lighting gives it a real old school feel. What you don't get is the fluffy dice; it's a racing event, so racing is what you get all day long. A word of advice if you fancy splashing out on the official t-shirt – make sure you buy yours early as they always sell out.

Familiar faces

Back to the racing and if you follow the VW drag scene you will recognise a lot of the cars racing. That included Hans in BBT's Hebmüller pulling wheelies when ever it can, and also our Belgium friends the Anno Brothers, Melvin and Kenneth, with Lime Juice. Also from Belgium was Geko Tuning with their silver Beetle, almost guaranteed to wheelie every time. In one race not only did Hans pull that wheelie but so did the Geko Bug. With racing finishing up at 6pm it was time to turn the attention to eating and partying. A few outbursts of rain

Das Drag Day

Engine mounted gauges are a nice touch, though they're not so easy to monitor from the driving seat. This hard as nails black Split was driven by Frenchman Olivier Bois

Andy Bugs, the fastest Bus at Das Drag, runs a 2987cc turbo engine

The instantly recognisable Green Mamba Ghia was being driven by Frenchman Laurent Dejeaifve

Looking mean – guess what folks, the Drag stance is back

The Das Autobahn Scrapers' line up pretty much sums up the scene at Bitburg

encouraged everyone to drive down the track to dry out the tarmac, which resulted in a continual procession of cars driving up and down to disperse the water. As the rain continued people where seen sweeping the water away from the eating and dancing area to keep everyone dry – after all, we where in the middle of nowhere and drying out again wasn't an easy option.

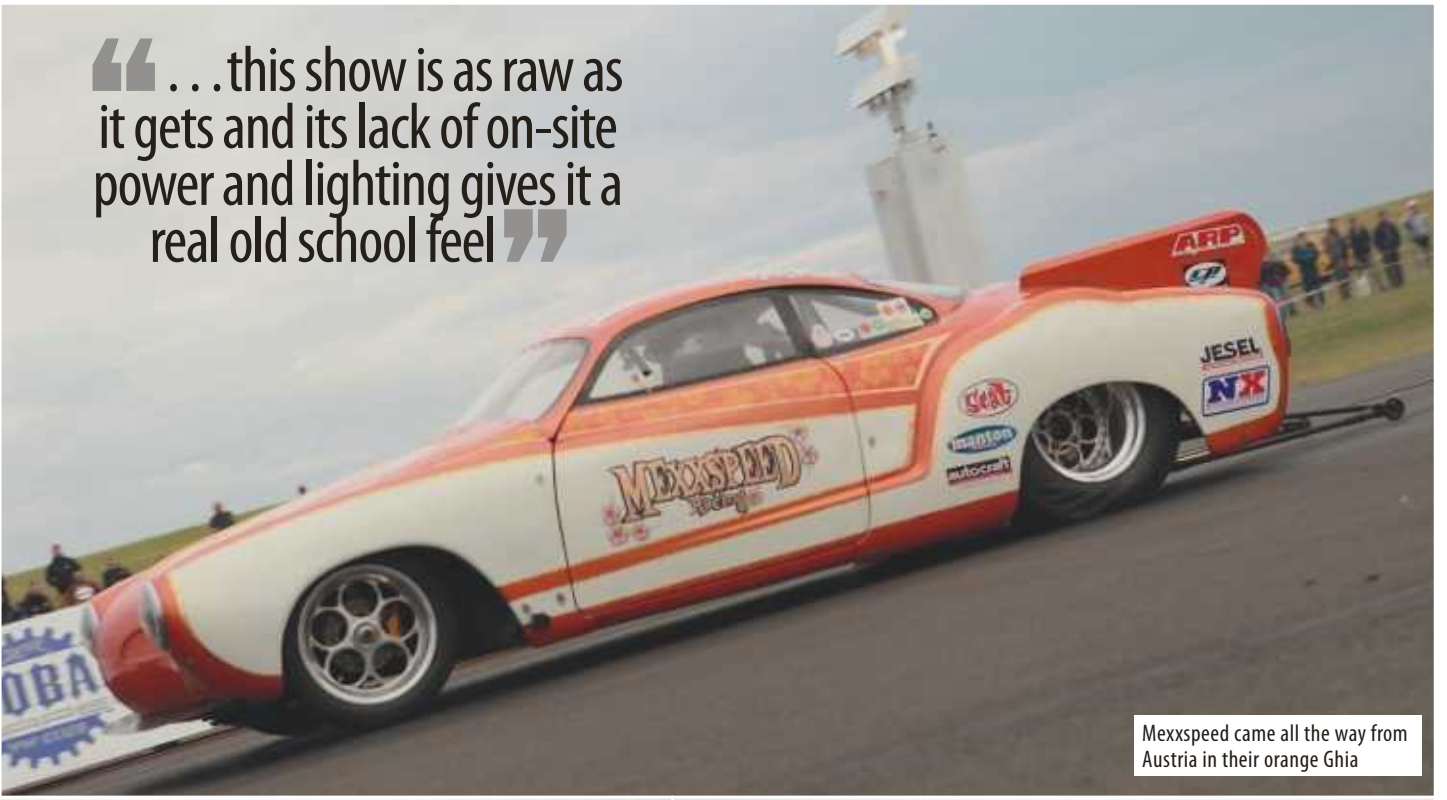
Saturday was the evening of the Autobahn Scrapers' BBQ organised by Fast Fred and Mike Walravens and many a tasty burger was consumed, followed by a Belgium favourite, Jupiler beer. It's their national drink, you know.

Sunday arrived all too soon and it was the final chance to secure those PBs on the track. The UK scene from the VWDRC was well represented with Steve Pugh in his '53 Herbie Beetle. The burnouts were getting bigger and better as drivers knew they could relax a little and go for it. Conditions where good and some amazing Bitburg track times were achieved. Andy Morgan from the UK was putting the 2986cc 600bhp Dream Machine sponsored Andy Bugs Bus through its paces, with Ian Wheeler and Yarmes Upton crewing. As it chased the crown for the fastest Split Screen Bus in the world and the last of the entries took their final runs, people were already beginning to pack their tents, load up their race cars and head for home.

For an event with a great atmosphere, in a great location with great cars – make DDD a definite in 2017. It takes place over the weekend of 16-17 September this year.

Steve Pugh was at the wheel of the Herbie lookalike

> “. . .this show is as raw as it gets and its lack of on-site power and lighting gives it a real old school feel”



Mexxspeed came all the way from Austria in their orange Ghia

US drag cars add spice to the proceedings. Guess who wins, though?

O/FF member Marc Gobbetecht warming up that rubber

The Autocomp Beetle burns out big style in the burnout box

Making the link

Grant Eggleton and his close-knit crew at Beetlelink have been working on VWs for yonks. So we quizzed him about what it is that keeps his customers coming back for more?

Even with the benefit of a satnav, it's easy to drive straight past Beetlelink as you negotiate Badshot Lea, near Farnham, in leafy Surrey. But once you get to the end of the short section of drive that takes you off the main high street and see the various VWs dotted around, you know you're in the right place. The layout is organic; there's a spraybooth next door to a general workshop, a reception area opposite, behind that a couple of containers full of parts and another 'yard full of air-cooled gems around the corner, awaiting restoration. The cars on site are totally eclectic. There's a Late Bay, a rare K70, a Subaru engined Beetle and a '63 patina Bug out front, while elsewhere there's 1303s, Splits, early T25s and even a Type 4. It's Thursday morning, 8.25, the phone's ringing, the coffee machine's spitting out its first brew of the day, and Beetlelink's already a hive of activity. A perfect time, we'd say, to pin down top dog Grant Eggleton for a chat…

> The Beetlelink crew, (with Grant far right) love their VWs and spend their working day doing something they'd probably be doing anyway. A wee bit jealous? You bet!

VolksWorld: **Okay Grant, tell us how you got all this off the ground?**
GE: *Believe it or not, at 17 I was into Minis. But as all my friends had Beetles I made the transition. I started doing them up on a friend's driveway in Fleet and was given a Prince's Youth Trust business grant for £1,000 which allowed me to start my own business. I was 21 then and found a workshop in Crondall, Surrey. I was still buying, restoring and selling VWs, using skills I'd learnt from my dad. I've always been very hands-on. I was in Crondall for eight years, at times breaking up to 2-3 cars a week, and moved here in 1997.*

VolksWorld: **Things have obviously moved on since then…**
GE: *You could say that. I started with one workshop, employing a couple of guys on a casual basis. Now we occupy several different units and I employ four full-time and two part-time staff. We're a team of enthusiasts who enjoy coming into work each day. We work on VWs because, well, that's what we like doing anyway. We've all got various projects of our own on the go and we're all multi-taskers, so we all weld, paint and carry out mechanical/electrical work. I think it's good to give everyone a bit of variety.*

VolksWorld: **So what's your main area of work?**
GE: *We do everything from MoTs and servicing to full blown body-off restorations. We have a lot of customers that use their VWs as daily drivers, so we maintain those. There's fewer Beetles on the roads these days obviously, Type 3s and 4s are still scarce, so most of our work, to be honest, is on Buses. We do everything here on site. We've worked on the Bay that appeared in the closing scene of the 2012 London Olympics and we've also looked after the Vodafone and Sony show Buses, as well as building various commercial vehicles and cars for films and TV adverts.*

VolksWorld: **So how has the scene/ market changed in the last three decades?**
GE: *I am constantly surprised by the fact that classic VWs are still being rediscovered. Cars that have been laid*

Beetlelink

The Beetlelink workshops take on everything from servicing to nut and bolt, ground-up restorations

Water pumper – nein danke. Oh, okay, we'll make an exception with this K70

The team's biggest challenge, explains Grant, is getting hold of good quality parts – and making them fit. This Ghia needed lots of panel work and virtually everything had to be 'played' with before it went on

> "We work on VWs because, well, that's what we like doing anyway"

up in a garage for years, or perhaps once belonged to a relation. It's sentimental attachment that motivates owners to take the plunge and finally get them restored. Then there's the vehicles that come to us where the owner has bought them cheap and only discovered just how bad they were later. We see some Type 2s that need thousands spending on them just to pass an MoT. Lots of people have jumped on the bandwagon and people are still being caught out. The good thing about the VW scene though is that it's just so varied. There's the 'weekend hippies' that work in the city and just enjoy getting away from it, the older generation that want to get back into VWs, the younger guys that keep their cars on the road on a shoestring and then people who want to put a lot of money into their projects. The scene caters for all tastes and budgets, it's brilliant in that respect.

VolksWorld: **And where do you think the scene's going?**

GE: *In my mind there's a swing back to fully stock vehicles. We're getting a lot of customers come to us with slammed cars who want them taken back to stock ride height. That said, I'd say that relates more to Bugs than Buses. Often though it's because it hasn't been lowered properly and they haven't used the right quality parts. People buy a slammed car thinking it's going to be great but it drives like cr*p.*

Beetlelink

A dedicated engine shop facilitates complete rebuilds. Multi-skilling means everyone does a bit of everything, which adds variety and means no one gets bored

Grant, on one of his better days…

Boss Grant's enthusiasm for collecting just about everything and anything is obvious as soon as you step inside the Beetlelink reception

VolksWorld: **We guess for someone keen to have their car restored, it's still a bit of a trip into the unknown when it comes to cost. Do you ever try to 'estimate' how much a restoration will end up being?**

GE: *Determining how much something will cost is, unsurprisingly, fraught with problems – especially if a car arrives complete because it's only when you start stripping things off that you realise the extent of what needs doing. Even if you price up repair panels, they usually need reworking to fit nicely – and it's not easy putting a price on that kind of work. If it's partially stripped, we can give a loose estimate. What we try and do, though, is invoice as often as we can to avoid bills building up. In my mind, it's important to keep people informed; we make a point of offering a high level of customer service, trying to understanding a customer's needs and keeping contact throughout to help avoid any nasty surprises.*

VolksWorld: **What's your best and worst asset?**

GE: *I've spent a lifetime collecting, I am a real hoarder. But that's turned out to be blessing in a way because among the memorabilia I've managed to accumulate lots of useful VW parts. Things that other people probably would have thrown away ages ago.*

VolksWorld: **As a specialist, what's the biggest challenge you face?**

GE: *Undoubtedly the availability of good quality parts. It's rare to find a part or panel that goes straight on without needing to be modified. We end up having to 'play' with virtually everything to get it to fit perfectly or work as it should. Of course it's always best to stick with the original part, but that's not always possible and sourcing good replacements is expensive.*

VolksWorld: **So, while other specialists have come and gone, what's been the secret to your long-term success?**

GE: *I'd have to say having a good team and providing the best service that we possibly can. At the end of the day, the most important thing for us is to keep our customers happy so they keep coming back.*

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Race against time

Part 8. With parts now being painted, the whole project is coming together, but we're still an awful long way from the finish line, and time is running out fast

Words and photos Lloyd Jackson

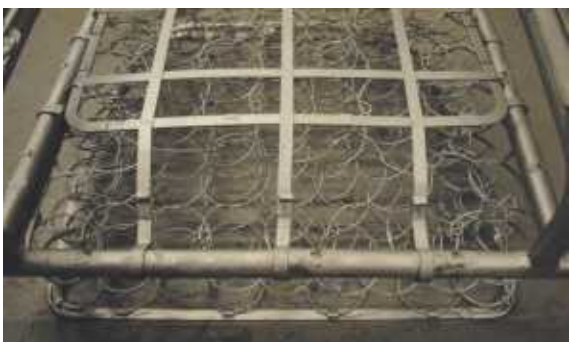
With the coming of the new year, the countdown to The *VolksWorld* Show has really started now. As I write this, the Bug's debut is just 10 weeks away, so there is no window for error. We need to make sure every detail is in place, from the engine build to paintwork, from chassis restoration to the interior. The list goes on…

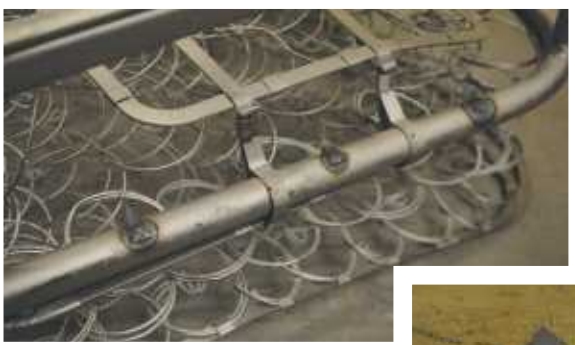
At this point, nearly everything is covered, but nothing is quite finished, and there's still so much to do. It's going to be tight to finish on time, and it's hard to shake the underlying feeling of concern that something could still go wrong, even if it's just parts not arriving on time. Fortunately, we have a few different bases covered for the next four weeks, so there's no slowing us down just yet.

This month has been busy, and with Christmas and New Year festivities over, we've turned our attention to the floorpan, both preparing it for paint and ensuring all the parts that need to go for bright zinc plating have been media basted and dull polished first.

While we've been busy doing this, the guys at Spike's Vintage Restorations have been putting in late nights and working weekends to prep the body ready for paint, and that's all coming along nicely.

Meanwhile, Pete at Cog Box has finished the rebuild of our split case crash gearbox, and that is ready for collection. Once the painted axle tubes have been fitted, that will be the first big piece of the jigsaw ready to go back in. Things should then pick up pace from there.





< v You can't really repair these as the thin metal quickly fatigues, so we removed them all and cut new ones from sheet steel and welded them into place. This will make trimming the seats a lot easier

^ Last month we left you with the seats stripped and the frames media blasted. Generally, the seat frames were in okay condition, but the metal tangs that hold the material in place had seen better days…

< All cleaned up and ready for paint. If you ever have seat frames powder coated, make sure that they are baked at no higher than 180degC. Any higher and you risk damaging the steel springs, ruining a good seat. In other words, your springs won't be springy any more!

With the seat frames repaired, we are ready to fit the seat runners to our new floorpans. We took measurements from what was left of the old pans, marked out the position and sprayed with copper weld-through primer where the seat runners will go

The new seat runners were spot welded for a factory finish

All the repairs to the chassis have now been carried out, so it's ready for paint. This can be as easy as brushing on some chassis black, or very time consuming, depending on how you want to go about it (see box out below). Of course, we opted for option 3, despite being tight on time. Not much sense in it really, but we are bonkers and felt that with everything else on the car having such a high standard of detail and work, we couldn't do anything but go the whole hog!

READY FOR PAINT?
The options

Option 1 – powder coat

A quick and cost effective way to get the job done. Looks great too, but requires the 'pan be meticulously cleaned of any old grease residue that could leak out during the heating process and ruin the paint finish

Option 2 – wet paint

A lot more labour intensive, this involves lots of different paint stages, with laborious rubbing down in between each. It's easier to hide imperfections, but will only look good if you put in a lot of effort

Option 3 – wet paint, show standard

Same as above, but add in even more effort. Typically, a Beetle floorpan will consume some 40-50 hours of prep, even before starting the four stages of paint. Even at an unlikely labour rate of £25 per hour, those hours soon add up

First stage of chassis prep is epoxy primer. We used a tinted, marine-grade epoxy that offers fantastic etch and anti-corrosion properties. Immediately, you can see how straight our floorpan is. One that has original 'pan halves will require a lot more work at the next stage

After rubbing the epoxy primer down, we went round and did a little filler work on the pitted areas of the chassis. This is the really labour intensive part, but it's what you have to do if you want perfection

> "any good restoration should have every part detailed, whether you can see them in the finished car or not"

1950 Split Bug

Next, we used a high build polyester primer, which is a spray filler that helps take out any last imperfections. Polyester primer is very porous, which is not an ideal surface to apply top coat to so, after a rub down with 320-grit paper, a standard high-build primer was applied to seal the polyester primer. This was tinted black, again for added depth and to reduce the chance of anything showing through the top coat. It will also be more forgiving of any stone chips that may occur in the future

After the black high-build primer was applied, it was painstakingly rubbed down for the final time with 400-grit paper to achieve a perfect smooth finish prior to top coating. We made a very simple frame that attaches through the framehead bolts and rear shock mounts so we could rotate the 'pan to paint both sides. You can hang a chassis on its side to paint it but there's more chance of runs and it's difficult to get paint in all the nooks and crannies. The chassis sitting flat is how the eye will view it once the car is built, so it makes sense to apply paint from this view

After about 40 hours of hard graft, the chassis is ready for its first coat of paint. We handed it over to a good friend of ours, Sonny Bayly, who used a high end Sata gun for the glory job of applying paint to this beautifully prepped chassis. We opted to apply base and clear lacquer, as opposed to a direct gloss paint. Mainly because direct gloss marks very easily and, when you polish any marks out, it thins the paint and affects the pigmentation in those areas. Having the lacquer over the paint means you have a separate layer to work on that will not affect the colour

> "We opted to apply base and clear lacquer, as opposed to a direct gloss paint"

Once the three coats of jet black base coat had cured, it was time to lay down some lacquer. At this point, that entire week of hard work rubbing the floorpan down starts to pay off

After two coats of lacquer, the depth of paint started to look awesome, but we gave it one last coat to give it that liquid look!

We also prepped and painted the short axle tubes while we were at it, so they were ready to take to Pete at Cog Box to fit up to our rebuilt gearbox.

After six months of hard work, it's at this stage you start to see it all pay off. The floorpan looks amazing, and we're looking forward to building it up with more nice, shiny painted and coated parts in the weeks to come

Back to the mundane stuff first though. The window mechanisms looked pretty ropey but, after some time in the media blast cabinet, they looked like new. We checked all the teeth on the cogs and bushes were good, and then sent these out for electro bright zinc plating to give them some protection once mounted in the door. You could paint them, but that doesn't look as good as bright zinc, even though you'll never see them again

We also stripped and media blasted the pedal assembly. Some of these parts will be powder coated, others bright zinc plated

As you'll see it when you open the bonnet, the wiper motor is going to get the full detail treatment. It looks pretty shabby now, but a few hours hard graft and some paint and zinc plating and it will be another highly detailed, and properly functioning, part ready for the rebuild

ACCEPT NO SUBSTITUTE

A good restoration is about detail, and making sure every part of a car, no matter how small, or whether it can be seen in the finished car or not, is thoroughly checked for working order, cleaned and refurbished to a standard that is as good as new. In some cases, it may be quicker to buy replacement parts but, if NOS isn't an option, repro parts generally are no substitute for the originals, so it's often better to spend some extra time rebuilding what you have, remembering at all times the motto, old is gold!

Yeah, radical. We know. We looked at a lot of brake set ups and stud patterns for wheel choice and, in the end, decided to roll with a late Bug disc set up with Porsche 5 x 130 stud pattern, on link pin dropped spindles, and then use aftermarket Wilwood 4-pot calipers. This may seem a little excessive with a stock 25-horse motor, but good brakes and steering will just make the drive so much nicer. Plus they look cool as anything

This is just a selection of the parts we've media blasted and then wire wheeled in readiness for bright zinc plating. Put in the effort at this stage and these parts will come back from plating looking a million dollars

We've amassed 100 separate parts in total for the platers, enough to get us started on the chassis and engine build up. As you can see, we are trying to re-use as many original parts as possible

1950 Split Bug

A word on paint

Over the space of four weeks of evenings and weekends, the guys at Spike's Vintage Restorations have taken apart and put back together the body and all its bolt-on panels no less than five times. Every part of any restoration has its highs and lows, and the guys have battled on, working overtime to get this body painted for us.

At times, I know this car has been what can only be described as a right pain in the arse! From cuts and the odd gash across the hand, to working when feeling lousy with a serious cold (that it seems everyone involved has had over Christmas), all the while knowing that more late nights and more weekends need to be put in to get the job done can bring even the best of us down.

But then there's that sweet moment when the paint goes on and you see all the hard work pay off. The sharp lines, even gaps and all the detail work put in underneath suddenly start to shine through. Obviously, like anything in life, you get out what you put in, and with this car we wanted every square inch to be amazing, including the places no one will even see. Some might say that's going too far, but we believe that's the level of detail required of a top show car these days.

There's around 200 hours in the body and panel prep so far and there's still a lot left to do. So, if you are wondering why, or how, a high end paint job costs so much these days, consider this: paintwork to this level of detail on a Bug can take up to 400 hours, on a Bus, it can take up to 1,000 hours!

All the team at Spike's have worked so hard to get to the stage you see here, and we really can't thank them enough for their skilled work and dedication. So, Andy Finch, Chris Neck, Joe Stevens and Jay Stacey, we really appreciate you getting this done for us. Cheers guys, you rock!

Trusted supplier

It goes without saying you need a good painter to achieve a nice paint job, but you also need to use good products, and finding a trusted supplier is as important as any part of the process.

There are lots of paint supply companies around, some more expensive than others, but we have found one in particular to be both helpful and knowledgeable in the whole process. Both Deluxe Metalworks and Spike's Vintage Restorations only use CARS in Ipswich for all our paints and sundries.

> "the best products for the applications"

On this build, the company has given us huge support, supplying everything from weld-through copper primer to masking tape, grinding discs, tinted high-build primer, basecoat and lacquer. In fact, just about every paint and sundry product we've used. CARS' knowledge and product range is the best by far in the area we work in, and the help and support we have had on this project has given us great confidence that we are obtaining the best products for the applications. This doesn't mean selling us the most expensive products available, it means selling us the right products.

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In photo format it doesn't look like a lot of work, but let me assure you that preparing a body for the perfect paint job is no easy task. Firstly, when shaping up (carrying out any filler work that needs doing) the body, the doors, wings, bonnet and engine lid all need to be fitted. And not just bolted on, they need door rubbers, latches and catches to ensure perfect alignment and body lines. They are then all taken apart for internal prep, then repeatedly re-fitted and re-checked before any paint is applied. It's time consuming work, but essential if you want continuity in gaps and well fitting openers that won't chip your paint when opening and closing

Next month

Those seats meet their new trim, while work continues on the engine and the rest of the components as the race to get the project finished in time for The *VolksWorld* Show in March reaches fever pitch

Pete at Cog Box has been busy on the gearbox rebuild. We were all amazed to find the internals were in great shape and could be re-used, with nothing more than new bearings and seals. Everything has been stripped, cleaned and meticulously re-assembled. This is going to be one smooth 'box

It gives great peace of mind knowing every part of this rebuild has been gone through with a fine-tooth comb. It's not the cheapest, or quickest, way of doing the job but it's the only way to ensure the driving experience is as good as when the car first left the factory

And here's the completed 'box, awaiting the freshly painted axle tubes we showed you on the previous page. When we go to collect the gearbox, we will take the tubes with us and drink tea while Pete installs them for us at his workshop

The journey so far...

Part 1 – To the rescue
Lloyd sees the 1950 Beetle on eBay and decides to give it a punt – mainly because it was so complete and all still matching numbers. It's not until it arrives at Deluxe's Suffolk workshop that he realises just how bad it is

Part 2 – Revealing the rust
The 'shell is media blasted to reveal the extent of the corrosion. The underside of the chassis spine is unpicked and the first metal repairs to the floorpan get underway

Part 3 – Metal magic
Top quality replacement panels are obtained from all over the world and Lloyd begins to work his metalwork magic, replacing the bumper hangers, inner wings and lower three quarter panels. The Split's original engine is sent to Stefan Rossi at Aircooled Engineering to be assessed

Part 4 – Make, not mend
With no body cut available in the time frame, Lloyd has no option but to custom make a replacement luggage panel from scratch. Meanwhile, he continues work on the front inner wings, the a-post inner frames, engine bay side trays and front valance

Part 5 – 70% proof
As the last bits of bodywork are attended to, attention turns to some of the mechanical aspects of the build, including the steering box, carburettor and a four-inch narrowed Dog Back Performance air beam

Part 6 – Full metal jacket
Four months in and still on bodywork repairs. Lloyd demonstrates the art of lead loading / body soldering in his quest for blemish-free metalwork

Part 7 – Juggling act
The body's finally prepped for its first coat of primer. While that's happening, Pete Englezos at Cogbox delves into the car's gearbox, and material for the re-trim is acquired in Germany, then taken to West Coast Classic Restoration in California. At this point, Lloyd discovers just how bad the engine is as Stefan Rossi has to cut the seized heads off

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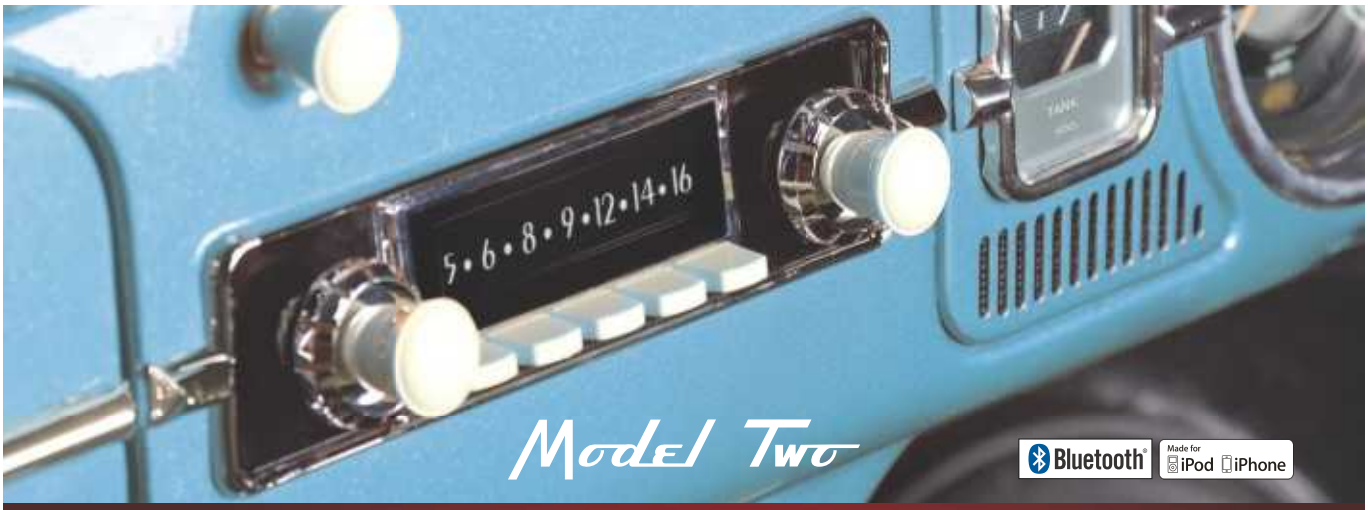

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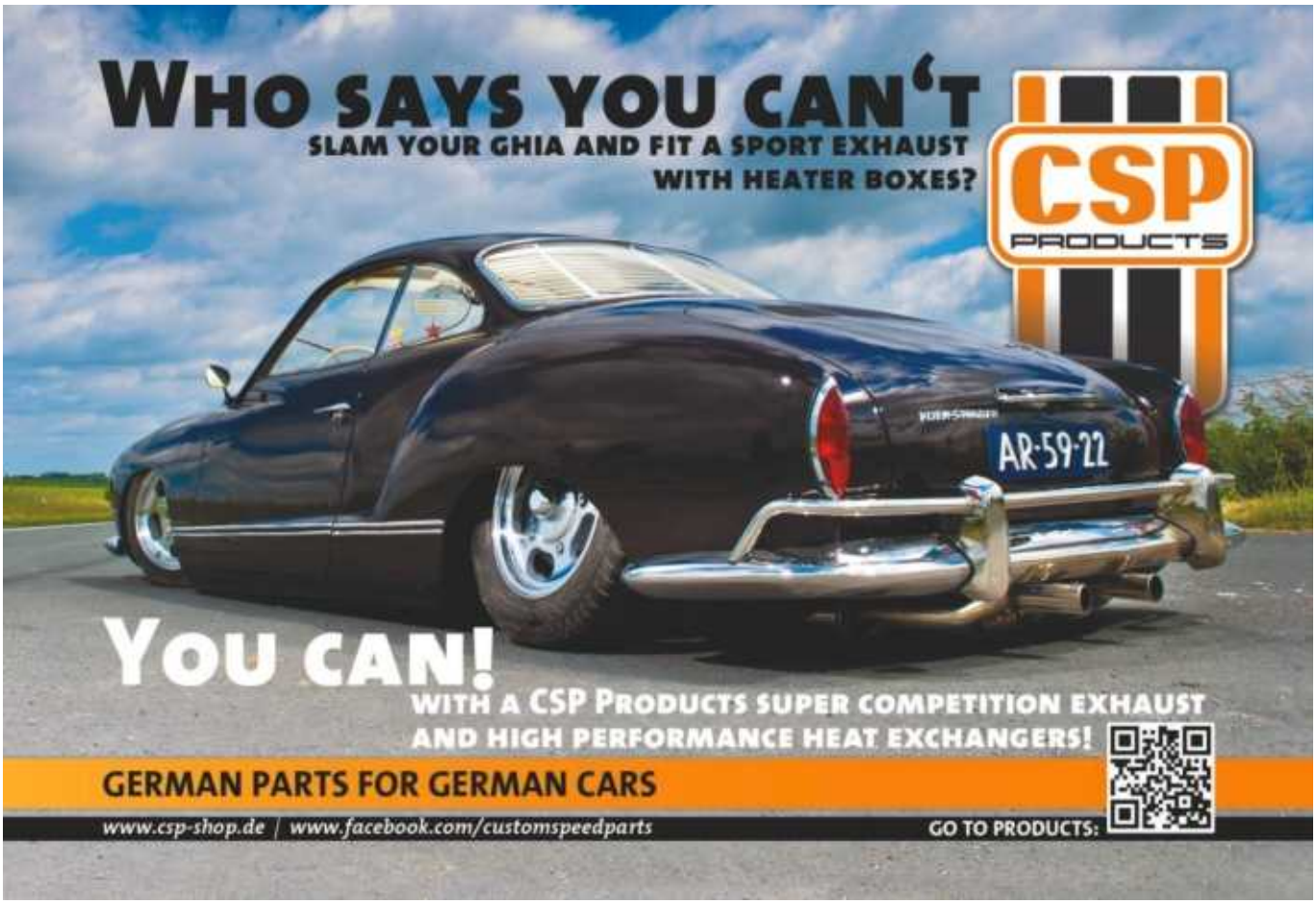

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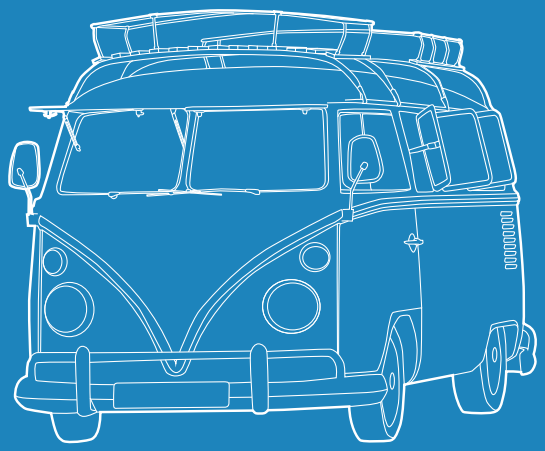

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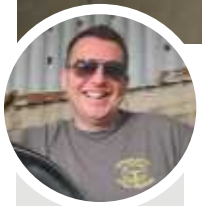

Delta Force!

^ I'm starting to like this matt primer camo look. Lowered, iron crosses, fat rubber and I'm good to go!

OWNER INFO

NAME
Cathal O'Toole

OCCUPATION
Beetle collector

CARS OWNED
GT Beetle, '77 Cal Look Beetle

WORK THIS MONTH
Final paint prep

The final paint prep is my favourite part of any build because I can see the light at the end of that once rusty tunnel

It's hard to believe that only a few months ago the floorpan hadn't even been blasted. But what's even harder to fathom is how quickly the months have passed. When I found this Beetle in a barn back in 2012, and even right up to May 2014 when I started the stripdown, I said this was to be nothing more than a quick six month tidy up. So how have I now gotten to the present day where the talk is about how smooth I want the inner wings to be before the final coat of yellow is laid down? Perhaps like many of you, I secretly wanted to do something more than a tidy up? I don't know but I'm glad I did as perhaps Project DayGlo is a fitting tribute to *VolksWorld* magazine itself, the magazine that kick-started the custom VW scene way back in 1987, which is exactly when Eoin first built this very Cal Looker.

> 1300 gearbox was soda blasted, etch primed and painted silver. If I see any dirt on the road I'll cry!

Body moves

So what has happened since you last saw it? The beam and gearbox have been blasted, etch primed, primed and painted; black for the beam and silver for the gearbox. The floorpan was built up by Jon White, he being the boss man at VW Spares.ie with new brake lines, master cylinder, brake drums and discs, new accelerator and clutch cables and a new fuel line. He also reconditioned the pedal cluster and fitted the CSP shifter. I've ordered a new fuel filter mounting bracket from a gentleman called Kevin Brown on The Samba. I'm waiting for it to arrive but at $40 I couldn't say no. It bolts to the gearbox so is away from the heat of the engine but is solid mounted so it won't flop around as I drive.

I grabbed a set of Ronals to have the floorpan a roller once again. The body has been on and off the floorpan more times than we care to remember but it was worth it because everything lines up perfectly now.

'77 Cal Look Beetle

Like a big Lego Technic set, all the parts are starting to look like a real floorpan again

My baby's in primer! Tom seam sealed the 'shell ready for paint

Where once lay rust and dodgy repairs, now there's solid metal with no nasty surprises

> "Perhaps like many of you, I secretly wanted to do something more than a tidy up?"

Seams good

While digging through my parts department (my ridiculously crammed shed!) I found some NOS fibreglass running boards and a set of NOS rear wings with the smaller slot for the blade bumper brackets – so I saved myself some money there, which is always great when you're mid resto. I also dug out a perfect bonnet which was produced with no trim holes and no vents so it's an instant Cal Look bonnet. Another part that was dug out of the shed was the vent section from a 1970 engine lid to graft into the ventless engine lid behind the number plate to keep the 1776cc motor cool.

The new passenger door was fitted, aligned and then the trim holes were welded up while next on the list was the replacement bonnet and the welding shut of the holes for the bonnet handle. Trev made the rear valance removable so this was test fitted one last time before Tom readied the 'shell for final bodyworking and paint. Project DayGlo's entire bodyshell was then seam sealed in anticipation of the first of many build primer and guide coats. There are quite a few parts ready and waiting for colour coding such as the NOS Baby Tornado mirrors, door handles, engine lid lock, fibreglass running boards and, of course, the ATS rims.

As it stands the body is sitting on the chassis once more and is waiting for a slot in the paint booth. Eoin originally painted the Cal Look in a yellow from the VW range but we're not sure of the exact colour code so I'm going to go for a yellow I spotted on a Lancia Delta Integrale. Fingers crossed it isn't too dayglo for Project Dayglo! ■

Tom smoothed out the front quarters as I don't want that stonechipped look

It's only a guide coat but it's a single colour. We're getting close to yellowville 1989!

Engine lid vents from a '70 were grafted into the smooth engine lid…

…and there it is, looking like Ferdinand himself wanted it there!

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I've finally got the French plates for my Beetle – the pressed aluminium ones, no less, because it's now registered as a *'voiture de collection'*

An attestation from the *Fédération Française des Véhicules d'Epoque* (FFVE) was needed to make it legal to drive in France. They asked for several photos, including one of the chassis number, before issuing it

OWNER INFO

NAME
Ian Cushway

OCCUPATION
Editor

CAR
'68 1500 Beetle

WORK THIS MONTH
Finally getting it registered, making a list of what needs doing next…

Street legal

Paperwork finally sorted, Ian's Bug is ready for the road

Last time I was busily trying to get the Portuguese Beetle I'd bought unseen back in May 2016 registered here in France where I live. To cut a long story short, I had to resort to getting an attestation from the *Fédération Française des Véhicules d'Epoque* (FFVE) and yet another piece of paperwork (*Certificate Fiscal*) from my local tax office before I was finally issued the necessary *Carte Grise*. All this time, though, the car was at a village garage where the proprietor was attempting to fit new upper and lower balljoints both sides. With the long Christmas break here in France, illnesses and various other delays, it seemed ages since I last saw it and given its recently acquired street legal status, the wait was agonising. So when the call finally came through late on a Friday afternoon that it was done, I quickly re-arranged my wife's busy schedule so she could drive me over to pick it up.

Rough at the edges

The drive home in the dark was fun, if a little fraught given the sub-zero temperatures, lack of heating and the fact that there was something blindingly wrong with the way it was running. Needless to say, the next morning I was out there with the boot lid open trying to figure out why it was running so rough. I think I've got to the bottom of it, having revealed that number 4 spark plug was an oily black which suggested a problem with the HT lead connections.

With that sorted, I took it out on its first proper spin. And what a hoot! I'd forgotten just how fun it was behind the wheel of a Beetle and it was great to be reminded of that distinctive air-cooled sound and the fact that you sit so close to the windscreen. Indeed, all the times I'd spent behind the wheel as a 'yoof' suddenly all came flooding back. And I loved it.

Fuel for thought

So now I am able to run it, I've started making a snag list. This isn't to get it up to concours, more to enable me to feel confident that I'll be able to jump in and take it somewhere without having to walk home again.

Top of that list now is fitting a replacement fuel tank. Having filled it with fuel for the first time I noticed a pool of petrol underneath the front end. Climbing underneath I initially suspected the bottom outlet pipe, but tightening the 22mm fitting did nothing to quell the drip. Alas, I think it's coming from the actual tank seam – hence the fact it only started leaking when it was right up to the brim.

I also need to sort the brakes; there now seems to be an awful lot more pedal travel than there was previously. I hope that's more to do with the brakes bedding in as opposed to the system letting in air somewhere. The pedal doesn't respond better to 'pumping', so I am remaining optimistic on that one.

Another thing on my 'to do' list includes sorting the heating. I know for sure that the heater cables are snapped, but the heat exchangers are in good nick and I'd fitted new heater tubes, so it will

First item on my new snag list is to replace the fuel tank – it's leaking from the seam

These heater tubes from VW Heritage have already gone on, now it's a case of opening the flap in the heat exchangers to get toasty warm air into the car

This handy tool bag was just a fiver from Wilko

> "I quickly re-arranged my wife's busy schedule so she could drive me over to pick it up"

simply be a case of jamming them on to get some warm air into the cabin.

Excellent timing

The other thing I've been doing this month, which is quite fun, is getting together a basic toolkit and making use of a Christmas present. I picked up a useful tool bag from Wilkinsons which was only a fiver and spent a morning gathering an assortment of tools to fill it with, including one of my original spark plug tools, a selection of ring spanners (including a 10mm and 13mm, of course), some screwdrivers, a bulb kit and a roll of black electrical tape (I don't go anywhere without one of these). I also loaded up my old mini trolley jack which fits easily under the bonnet.

The Christmas present was an ancient French leather wallet which now holds my coveted *Carte Grise*, the phone number of my French breakdown recovery service, and a few other odds and ends that were rattling around in the glovebox.

To round things off nicely my son, Charlie, took his first drive in the Beetle. At 15½ he's passed his theory test and successfully completed his 20 hours with an instructor, so can now legally drive the Bug accompanied. I was a little anxious that it would all be a bit of an anti-climax and that he'd hate it, having only driven the driving school's silky new Clio previously but I am happy to report that he mastered its little idiosyncrasies in an instant – and loved it!

I don't think he ever doubted that I'd get it on the road, eventually, but the perfect timing was a real bonus. And guess what, he's already planning our first road trip! ■

Ancient French leather wallet serves as a nice retro document holder for the Beetle's glovebox

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Next month...

VOLKS WORLD

Here's what's coming up in the April 2017 issue of *VolksWorld*, on sale Friday 10 March

A little pick me up?

Craig 'Panman' Kemp built his 1965 Splittie pick up to annoy the purists, but frankly it's so cool we reckon they'll love it too...

Don't miss it!

VW milestones

Ivan McCutcheon marks some of the more memorable dates in Beetle production

Solex carb mods

Making power delivery smoother with subtle tweaks to the 34 PICT-3

40 years on...

Having been in the same family for four decades, this '73 GT Bug deserved to be saved

Sticky situation

Are your door windows proving difficult to wind up and down? If so, follow our guide to help free them off or fit a new regulator mechanism

Words and photos Rob Hawkins

This is one of those pesky jobs that is easy to put off but, when your windows are working smoothly again, you'll wish you had done it years ago

The door glass on any VW should wind up and down with ease, providing the mechanism is lubricated, free to move and not broken. Many problems can often be fixed by lubrication. Spraying WD40 or a similar silicone-based lubricant down the vertical channels that guide the door glass up and down can help to reduce resistance. Removing the door card and adding some multi-purpose grease to the lower half of these two channels can also help.

The mechanism that winds the door glass up and down is known as the window regulator. It consists of a winder system where the window winder handle is attached, and a thin length of coiled metal in a channel, which moves a mounting bracket up and down using a worm drive. That mounting bracket is attached to the base of the door glass, allowing it to be moved up and down.

New window regulators are readily available from most VW specialists for the majority of VW air-cooled models. Prices start at around £25.

Old window regulators can become stiff to operate due to the aforementioned problems. Also, if any mounting points for the regulator are broken, it may prove more difficult to move the glass up and down as the mechanism starts to twist and produce more resistance.

If you need to fit a new window regulator, shop around and speak to some of the VW specialists to seek their advice. We have discovered that quality control is not always as good as it should be, but that is reflected in the price. We rejected one regulator for the Bay Window shown in our photographs, which was fitted and still proved difficult to operate. We replaced it for the same product and it has remained reliable for over a year and a half.

JOB INFO

TOOLS NEEDED
Allen keys: 4-6mm
Electric drill, 7-8mm bits
Ratchet drive (1/4in), 10mm socket
Screwdrivers

MATERIALS USED
Silicone sealant
Silicone spray

TIME TAKEN
1 hour

COST DIY
From £25

01 DOOR CARD REMOVAL The door card on our Bay Window is secured with a series of screws, but there are also a few door furniture items that need to be removed, such as the window winder handle, door release and grab/pull handle. The window winder handle is usually secured with an Allen key bolt, whereas the others are fixed with screws

02 WIND DOWN THE WINDOW Re-fit the window winder handle and loosely tighten its Allen key mounting bolt, then wind the window halfway down inside the door. This provides better access to the mounting bracket that secures the base of the door glass to the window regulator. This may be difficult to do if the regulator is broken. If it cannot be wound down, all is not lost

03 UNDO THE GLASS CLAMP The bottom of the door glass will be secured to the window regulator with a clamp and one or two bolts. With the window wound halfway down, these will be easy to access and undo. If the window cannot be wound down, you may be able to see these inside the door and undo them using a long spanner

04 LOWER THE GLASS Carefully lower the glass into the bottom of the door to extract the winder mechanism. The quarter light will usually need to be removed, so manoeuvre the door glass so it sits inside the bottom of the door

05 QUARTER LIGHT: TOP SCREW To remove the quarter light to be able to extract the window regulator, start by carefully prising out the front end of the seal inside the top channel of the door to be able to see a small securing screw. This holds the top of the quarter light to the top of the door and needs to be removed

06 QUARTER LIGHT: MOUNTING BOLT Follow the line of the quarter light down into the door and look for a hole in the panel where you will be able to see a 5mm Allen key bolt, which holds the bottom of the quarter light in position. Undo this bolt and remove it. The quarter light should now be loose, although it may not feel like this if it has never been removed before

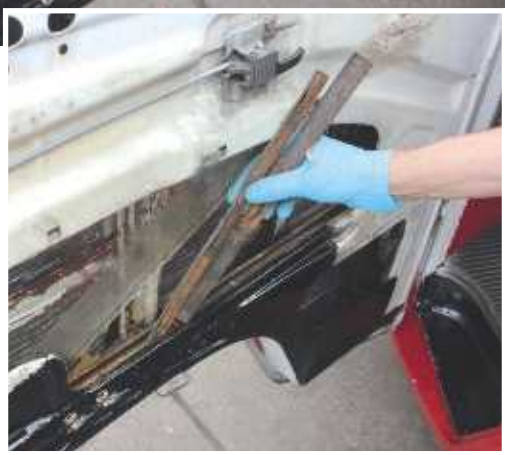
07 QUARTER LIGHT: LIFT IT OUT With the door glass securely sitting in the bottom of the door, pull the quarter light back a little to help release it. Now try to lift the quarter light up and out of the door. The window seal along the middle of the door may need lifting up if it gets in the way. Remove the quarter light from the inside of the door and put it aside for now

08 WINDER HANDLE MOUNTS The window regulator can now be removed and is secured to the door with six 10mm headed bolts. Start by undoing the two around where the window winder handle is fitted. If the handle is still fitted after lowering the door glass and undoing the clamp in step 3, remove it now

09 WINDOW REGULATOR TOP MOUNTS Look at the centreline of the door where the window regulator is fitted and was secured to the glass. Find two 10mm bolts near the very centre of the door, which secure the upper section of the window regulator in position. Undo both of them

10 WINDOW REGULATOR LOWER MOUNTS Move directly down from the two 10mm bolts undone in the last step and you should find two more bolts at the bottom of the door. These secure the end of the window regulator in position, so undo both of them and the regulator is now ready to be removed

11 REMOVE THE WINDOW REGULATOR Push the winder part of the window regulator out of where it sticks through the door panel to help release it, then manoeuvre this half of the regulator around and out of the door. The other half needs the bottom of the regulator pulling towards the back of the vehicle. Eventually, the whole assembly can be extracted



12 CHECK CLAMP AND SEAL If the clamp and seal fitted along the bottom of the door glass are damaged or corroded, then they should be renewed. They can be difficult to remove, so use a screwdriver to prise the two off. Be careful not to crack the glass. The new seal and clamp can be fitted later in step 17

13 CHECK NEW REGULATOR Before you fit the new window regulator, compare it with the old one, making sure all mounting points line up and its dimensions are the same. Attach the window winder handle to the winder mechanism to check it fits and also check it can wind the regulator up and down. Wind it to the position where the door glass will be, halfway up

14 FIT NEW REGULATOR Carefully manoeuvre the window regulator inside the door and feed the winder mechanism up and into position, ensuring it slots through the appropriate hole. Loosely re-fit all of the six mounting bolts. If any of the holes are not sufficiently aligned, you may need to drill them out a little

15 TEST REGULATOR Progressively tighten all six bolts that hold the window regulator in position. Before re-fitting the door glass, test the window regulator moves freely up and down, so re-attach the window winder handle and secure it with its Allen key bolt. Check the mount for the door glass moves up and down the regulator with ease and doesn't stick

16 RE-FIT QUARTER LIGHT Manoeuvre the quarter light back inside the door, then re-fit the 5mm Allen key bolt at the bottom and the securing screw at the top. Re-fit the door seals at the top and along the waistline. The quarter light can be awkward and frustrating to re-fit, so take your time and avoid damaging the paintwork

17 CLAMP THE GLASS Wind the window regulator fully down, then lift the glass up and into the position, making sure it's correctly fitted at the sides. Re-fit the mounting bolts. If a new seal and clamp are being fitted, add some silicone sealant inside the clamp before lowering the glass and seal into it. Gently squash the sides of the clamp with pliers to ensure it holds the glass

18 WIND UP AND DOWN With the glass fitted to the window regulator, carefully wind it up and down to make sure the sides of the glass remain in the vertical guides. Also, check the glass moves up and inside the top of the door. Wind the glass up and down to ensure the bottom of the glass remains clamped in position. And that's all there is to it!

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CARS FOR SALE

BEETLE

1965, £12,500. Featured in Ultra VW magazine, displayed at Volks World show. Won every show entered. Full body off resto. Amazing paint, white engine. Lowered etc. Cheshire. 07772 985479 (SN)

BEETLE

1641, £POA. Sepia brown, twin forty brand new Michelin and powder coated gt wheels all around, completely completely solid enginepretty much newvery low mileage, needs a window winder and slight blemish on door. 07838 127835 (LH)

BEETLE

1973, 51,054 miles, £4.995. Blue, 1300 with reconditioned engine, low mileage car, new tyres, new bumpers, tax exempt, MoT February 2018. Dorset. 07971 385242

BEETLE 1200CC

1971, 44,000 miles, £8,250. Superb, rust-free and fully restored which comes with original instruction manual, service book and a service history from new. The external bodywork restored and re-sprayed in 2015 and interior is original, with upholstery and paint work in excellent condition. Original Blaukpunt 2-band radio, front/rear seat belts. Tuned and serviced. MoT March 17, tax exempt. Kent. 07971 392098 (SN)

CADDY PICK-UP

2001, £1,050 ono. Dark blue, good interior. Very good 1.9 diesel and mechanics. Some bodywork but DIY easily. Would go through a test. Please phone for more details. Herefordshire. 07976 268273 (PB)

CLASSIC BEETLE

1973, £4,150 ovno. 1600cc two door saloon. Twin Kadron carburettor. Special 8 spoke orange wheels, Complete weatherproof car cover, full service history. A good wax polish will give it the wow. MoT valid until May 2017. Solid car, no rust. Panasonic car radio. Chassis number 1332314905 and engine number AD71138. London. 020 8245 1542 (LH)

POLO

36,000 miles, £POA. Red coloured Polo. 07954 406553 (LH)

POLO

1984, 27,066 miles, £POA. Family owned 16 years 2 Female drivers. Sorn since Xmas 2015. Garages. Original. Very good condition. Hereford. 07837 710257 (LH)

CARS WANTED

ALL CLASSIC VEHICLES-

Wanted. Anything considered. Will travel nation wide, top prices paid. Southport. 07885 257211 (RA)

CAMPER VANS FOR SALE

TS

2007, 218,000 miles, £20,000. Converted lwb Caravelle 2.5. Full camping. Interior swivel containing seats. SMEV 9322. B55B Ruck n Rull bed. Roof rails and bars. New tyres. Original style headlights. Resprayed 3 years ago. East Sussex. 07415 060673/07904 917389 (RB)

TYPE 2 CAMPER

1969, £27,500. Free tax. Type 2 Bay 1972 Eriba Puck. Both restored and in very good condition. Contact me for more details. We will mess them very much. Norfolk. 07778 954221

VW BRAZILIAN SPLIT

1970, 6,000 miles, £32,500. Original, very sound body and chassis. IRS conversion. 1600 twin-port rebuilt 2012, 6000 kilometres ago. 9 months MOT. Rock'n'Roll bed, sink & cooker. Left-hand drive. Shropshire. 01584 318943 (PB)

VW T2 CAMPER

1975, £24,950. In Jersey from new, this pop top five seater Camper with has been fully restored, in the correct colours of white over blue, complimented by the contemporary blue/ grey interior, with professionally made beech woodunits, and a full width bed. To date in excess of £25000 has been spent on the restoration and maintenance costs. 01534 864073

VW T2 WESTFALIA

1972, £27,950. An ex Californian Westfalia Camper that was in solid original condition prior to being professionally restored, detailed file of the costs incurred and the work carried out. In fabulous condition with superb bodywork, Immaculate two sleeper interior with the original engine fully rebuilt. www.leriche.com. 01534 864073 (RA)

VW T2 WESTFALIA

1975, £37,950. Registered in Jersey from new, this original RHD 1975 T2 4 sleeper Westfalia pop top has been subject to a full professional restoration at a cost of over £40000 by Le Riche Restorers on behalf of a client, covering only 2000 miles since completion. It is finished in the correct colours of white over stone greywith upholstery in the original Westfalia tartan fabric complimenting the fully restored Westfalia fitted interior. 01534 864073 (RA)

VW EARLY BAY CAMPER

1972, £11,500. Left hand drive from Texas. No welding, very good underneath. New engine, part rewired and cd player. Large awning, etc. Silver trim. Kept in garage. Kent. 07816 624561 (RB)

VW T2 CAMPER

1979, £14,500. Bay window. Bagpuss has had extensive work. Leather interior, full rock and roll body. 3/4 rag top. Reconditioned engine. Electric start, full renovation. Gwynllyw. 07854 528815 (PB)

VW T25 AUTO SLEEPER

1985, 61,000 miles, £5,500. Five happy years with 'Helga' due to the passing of my partner, I have to let her go, good running order, never let us down, original features, MoT. Kent. 01634 682170

VW T4

1998, 114,000 miles, £10,000. Transporter. LWB. Auto, petrol. Large service history. Bodywork extremely good condition. Pop top with bed, fridge, sink, swivel captains seat and heater. Essex. 07968 286591 (PB)

CAMPER VANS WANTED

VW SPLITSCREEN

Wanted. UFR 471. Looking for an old friendÉ This splitscreen belonged to my father, does anyone know if it's still on the road? Any info welcome. South Ayrshire. 07941 122588

PARTS & ACCESSORIES FOR SALE

FORD ACCLAIM
£POA. O/S/R door, vgc, complete. VW Beetle engine lid 1970s. Mini tail lamps. Mini A series tuning guide. Bedford. 01234 213871

FOX FX1 ALLOY WHEELS
£Will accept £75. Set of 4, 5.5x14 5 spoke, silver, 4 stud fitting. Bought new 2015 (over £300). Hardly used, as new condition. South Manchester. Cheshire. 01614 304612 (RB)

VOLKWAGEN LT 35
1995, £POA. Items, new and unused. One ball joint, part no. 617440181, £25. One fan belt, part no. 069903137C, £10. One water filter, part no. 0450198169, £20. Cumbria. 01768 863200 (eves) (RB)

VW BAY
1968, £150. Gearbox, camp (1600). Middlesex. 020 8864 4874

VW CADDY PICKUP MKI
£250. Many parts, front wings (some new), back axle, lights and many other parts, please contact me for details. Herefordshire. 07976 268273

WHEELS

£POA. Set 4 Marathon 4.5x15, £80. Empi 8 spoke alloys, £120. Set 4 Revolution 5.5x15 alloys, £140. Wolfrace 5.5x13 slot mags, £120 pair. 135x15 Michelin, £40 pair. Lancashire. 07855 542195 (RB)

MISCELLANEOUS FOR SALE

BOOKS
£POA. Scalextric A Race Through Time, official 50th anniversary book, in as new condition, £12 plus postage. Dinky Toys and Modelled Miniatures by Mike and Sue Richardson. In as new condition, £12 plus postage. Notts. 0115 962 1926 or 07434 816981 (RB)

'50 LOD' NUMBER PLATE

£offers. Registration for sale please call with offers. 01915 369954 / 07742 859279 (RA)

'X5 CDR' NUMBER PLATE

£offers. Registration for sale please call with offers. 01915 369954 07742 859279 (RA)

'123 LOD' NUMBER PLATE

£offers. Registration for sale please call with offers. 01915 369954 07742 859279 (RA)

CORGI TOY

1963, £45. Smiths Mister Softee ice cream van carrier No 428. Surrey. 07534 431198 (RB)

CORGI VANGUARDS

£16 inc postage. Ford Popular model, Ambassador blue, mint condition with Bop, with wing mirrors unfitted. Never displayed. 01642 577637 (evenings) (RB)

GERMAN ADAC GAU WURTTEMBURG

1970, £40 inc p&p. Heimatwettbewerb, enamel finish, grille fixing, size 3.5x4in. Surrey. 07534 431198 (RB)

FLYING JACKET

£125. Brown leather sheepskin. 07438 362467 (RB)

GLAZIER CARAVAN FRIDGE

£120 ono. Hardly used. 12 240 gas. Good working order. Cornwall. 07805 039684 (PB)

HIGH QUALITY SIRELA LEATHER COAT

£120. Worn but many years wear left. 40/42 chest. Coat and helmet. Sorry no offers. Cheshire. 07392 407499 (RB)

LE MANS POSTERS
Dated from 1980 to 1997, £Offers. A selection of official posters. Also a 100 meter marker sign from Hunaudier Chicane with Le Mans on rear. Lancashire. 07890 372140 (DS)

MANUALS
£POA. Haynes VW Beetle and Transporter Restoration manual inc buying advice, £12. Mint. Keep your Volks Alive manual. Funny and very clear advice for owners, £12. Post at cost. Norfolk. 07563 706642 (PB)

MAGAZINES
£POA. Motorsport magazines from 1964, in excellent condition. Great period racing pictures, £3 each plus postage. Handbook for Triumph Vitesse Six plus sales brochure for two litre model, in excellent condition, £10 plus postage. Notts. 0115 962 1926 or 07434 816981 (RB)

NUMBER PLATE
£400. VW or that lady in your life. Reg K66 AAR. Looks nice. No VAT. East Yorkshire. 07852 650477 (PB)

OWNER'S HANDBOOKS
£10. Vauxhall Velox 1953. Vauxhall Velox-Cresta, 1960, £10. Austin A55 Cambridge MkII £7. Morris Oxford-Cowley III, £8. Austin/Morris Marina van-pickup £8. Austin Ambassador £6. Hillman Avenger £5. All plus postage. Somerset. 01934 517081

PARTS
£POA. VW engines, 3 no (turbo diesel 1800), 2 runners, 1 non-runner. Top end rebuilds 30-40k, fitted in Galaxy MPVs (1994-2000). Offers £295 runners and £200 non-runners. Wales. 07554 962891 (PB)

PRIVATE NUMBER PLATE
OKZ 3901. 01612 929763 (RA)

PRIVATE NUMBER PLATE"R40NNY"
£1,195 ono. Excellent Plate-Reads R40NYY. Manchester. 0161 2929763 / 07940 083830 (RA)

QUALE CAR MASCOT

1930, £65. Chrome cap, Ford model A. Size 3.5 x 4.5in, chrome finish. Bucks. 07905 135288 (RB)

RAILWAYANA

£30 plus postage. An ex BR(M) red bullseye oil lamp in excellent condition. Complete with original working paraffin burner. Notts. 01909 721464 (RB)

Trade advertisers call: 01959 543500

REGISTRATION PLATE 'K888 BTH'

£400. On Retention. Essex. 07887 870069 (RA)

REVERCHON BUMPER CAR

1970, £300. Car body with 110cc go cart project. Make a great tot rod or boy's toy. Oxon. 01993 837051 (RB)

VINTAGE MECCANO

1920'S?, £POA. Old sectional box of very early Meccano. Extensive and rare collection of numerous pieces. Added to over years. Includes clockwork engine, original books. Details on request. Northumberland. 01665 576351 / 07759 429137 (RB)

WOO REGISTRATION NUMBER

£POA. Please call with sensible offers after 6pm. Northants. 01280 701266 (RB)

WORKSHOP MANUALS

£POA. VW 1500 1961-66. All models. Good condition. £10. VW Golf Vento 1992 to 98 J to R reg Haynes £5. Will post at cost. Norfolk. 07563 706462 (PB)

THE BURMA STAR

£85. By J. R. Gaunt, London. Burma Star Association on badge. Green, yellow enamel bar fixing. West Sussex. 07398 015688 (RB)

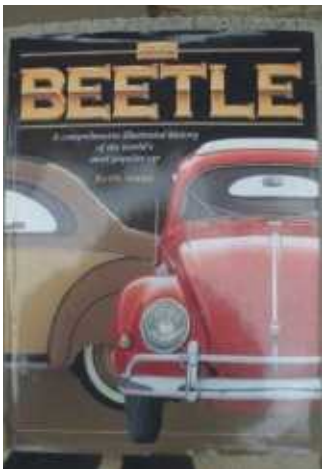
WORKSHOP MANUALS

£POA. Rootes, Chamois/Imps, many others. Can post. Bedfordshire. 01234 213871 (RB)

VOLVO F88

1976, £P.O.A. Workshop manual covers f88 (290) also certain parts of F86/F10, N10 & N88. West Midlands. 07836 514189 (LH)

THE BEETLE BY KEITH SEUME



£12.00. A comprehensive history - 160 pages. Harrogate. 01423 709175

BADGES

£80. Ten AA and RAC badge and box keys on copper plaque stand. Also 2 candle sticks made from piston and cogs, £50. Cambridgeshire.

MISCELLANEOUS WANTED

ORIGINAL TOW BAR WITH BRACKETS

1981, Wanted. For VWT25 air cooled camper. To bolt on, no made up jobs, or you come round and bolt on. 07438 362467 (RB)

VOLUNTARY WORK

Wanted. Keen, very honest, reliable gentleman needs someone to work with voluntarily. To learn practical skills on engines, electrics, fabrication, upholstery Eight mile radius of Manchester. Manchester. 07986 248864 (PB)

VW SPLITSCREEN

Wanted. UFR 471. Looking for an old friend This splitscreen belonged to my father, does anyone know if it's still on the road? Any info welcome. South Ayrshire. 07941 122588

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2012 VW T2 Danbury Rio 4 Seat Classic, 35,105 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, raising roof & more. Brand new camping interior. **£35,695**. Ref: 2763

2008 VW T2 Danbury Diamond 5 Seat Classic, 52,500 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, raising roof & more. **£29,995**. Ref: DKA

2013 VW T2 5 Seat Classic, only 9,540 miles, 1.4 water-cooled petrol engine, custom camping interior, single portable camping stove, 12v fridge, sink, leisure battery, high spec CD radio & more. **£30,995**. Ref: XDM

2014 VW T2 Danbury Rio 4 Seat SE, only 1,181 miles, 1.4 water-cooled petrol engine, 2 burner hob, oven, grill, sink, fridge freezer, leisure battery, 240v mains hook up, CD radio with iPod connectivity, raising roof and roof bed to make 4 berth, alloy wheels & much more. **£44,995.** Ref HDO.

2015 VW T2 Danbury Rio 4 Seat Classic, only 5,100 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, raising roof, roof bed to make 4 berth, alloy wheels, power steering & more. **£47,995**. Ref: BXW

2012 VW T2 Danbury Diamond 5 Seat Classic, 28,000 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, raising roof, roof bed to make 4 berth, power steering & more. Brand new camping interior. **£46,495**. Ref: SRZ

2004 VW T2 Danbury Rio 4 Seat Classic, 46,250 miles, 1.6 air-cooled petrol engine, 2 burner hob, grill, sink, fridge, leisure battery, 240v mains hook up, raising roof, alloy wheels, power steering & more. **£29,995**. Ref: MFO

2015 VW T2 Danbury Rio 4 Seat SE, only 1,645 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, raising roof, leather trim, full chrome exterior, power steering, alloy wheels, custom painted dash & much more. **£51,995**. Ref: OMW

2010 VW T2 Danbury Rio SE. 77,836 miles. 1.4 water-cooled engine, 2 burner hob, oven, grill, sink, fridge freezer, leisure battery, 240v mains hook up, lowered-suspension, alloy wheels, freeview TV/DVD system & much more. **£33,995.** Ref BON.

2011 VW T2 Danbury Rio 4 Seat Classic, 10,844 miles, 1.4 water-cooled engine, 2 burner gas hob, oven, grill, sink, fridge freezer, leisure battery, 240v mains hook up, tailgate bike rack, leather upholstery, alloy wheels & much more. **£35,995.** Ref AHJ.

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On the Button

During his stint as editor of *Safer Motoring* (later *VW Motoring*) Robin Wager met some truly odd, but also many really inspiring people – but it was before he joined the magazine that he first met John Button

When I was looking for a deal in 1971 on a Type 3 1600 Variant, the charming young salesman at Bath VW dealers Sims & Son found me a management car direct from Volkswagen, that proved to be a good buy. Little did I know then that he was destined to be the father of a Formula 1 world champion!

Having moved on from karting (he developed the well known 'Rocket' engine for that sport) to the exciting sport of rallycross with its greater spectator appeal, John Button would rapidly achieve success driving his 'Colorado' Super Beetle. In that car with its eye-catching colour scheme and tuned 2.0-litre engine, he was runner-up in the 1976 RAC British Rallycross Championship, no mean feat for a privateer.

"Little did I know then that he was destined to be the father of a Formula 1 world champion!"

In that year, by which time I was assistant editor of *Safer Motoring*, John Button opened a new Volkswagen dealership, in the small Wiltshire town of Trowbridge, which he named Autoconti. It was time to get back in touch! I rang John and arranged to go and check out the new venture.

Jenson (it's debatable whether the attempt to name him after John's most admired make of car went slightly awry owing to his dad's iffy spelling!) was born in January 1980, and was destined from an early age to go into motorsport, and what else but karting?

Autoconti was now maintaining and developing the Colorado Beetle, so the younger Button would spend happy hours hanging out with the dealership crew. John devoted many hours to driving son and kart around, often leaving himself skint after filling up his Transit van for a round trip as far as Scotland, for example.

In my report on John Button Autoconti, I mentioned that they had some reservations about the (then) modern servicing and diagnosis methods. John told me his years spent in car sales – and VW sales in particular – had taught him that VWs were indeed a special breed, but even more importantly, so were their owners. They didn't take kindly to being given the brush-off, and expected the formal servicing and repair procedures to be accompanied by a goodly dose of common sense.

And that's what you got at Autoconti, as I could verify having taken my wife's '76 Polo there for one or two jobs. John's staff – service manager Tony Bishop, gearbox expert Roy Miller and technician Eddie Lewis – often accompanied him and the 'star car' to race meetings and looked after it like a baby. Back at the ranch, they busied themselves developing performance conversions for both the air-cooled and the 'New Generation' water-cooled Volkswagens, where they were hoping to be in at the start of demand – a looming headache, perhaps, for parts manager Ron Fisher.

It was all looking good for the avant-garde Autoconti...

Imagine my surprise and sorrow, therefore, when I discovered one day that the dealership had collapsed into insolvency. It's true that the general economy wasn't doing brilliantly at the time, but I had expected them to hang in there and go from strength to strength.

So what happened? Well, there were rumours that too much time and money had been given over to developing and racing John's Beetle, and to generally 'mucking about with performance stuff' to the neglect of the core business. I couldn't possibly comment.

What I do know is that John Button was one of the most likeable and genuine people in the motor trade – and later on, in the Formula 1 circus where, following his untimely death aged 70 in January 2014, the tributes to him from the drivers were warm and genuine. They all knew Papa John, who turned up wrapped in a giant union flag but never intruded on events, as a good friend. He was above all a proud dad who, throughout an exciting career on the track, loved and totally supported his son – world Formula 1 champion 2009, Jenson Button MBE.

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